Ontario

Ontario Road Safety Annual Report 2002

Building Safe Communities

104-06006/

Ontario Road Safety Annual Report 2002

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Produced by:

Road Safety Program Office
Safety Policy & Education Branch
Ministry of Transportation
1201 Wilson Avenue
Building A, Main Floor, Room 212
Toronto, Ontario
M3M 1J8

Phone: 416-235-3585
Fax: 416-235-3633

April 2004

ISSN #0832-8269 (printed version)

ISSN #1710-2499 (CD-ROM version)

ISSN #1710-2480 (internet version)

Contents

Section	Title	Page
	Executive Summary	1
	Foreword	3
1	Overview	20
1a	Synopsis	21
1b	Selected characteristics of motor vehicle collisions	22
1c	Health perspective	23
2	The people	24
2a	People in collisions	25
2b	Putting the people in context	36
3	The collision	43
3a	Types of collisions	44
3b	Time and environment	49
3c	The collision location	54
4	Place of collision	57
4a	Place of collision in Ontario	58
5	The vehicle	70
5a	Vehicles in collisions	71
5b	Putting the vehicle in context	74
6	Special Vehicles	76
6a	Motorcycles	77
6b	School vehicles	78
6c	Trucks	80
6d	Off-road vehicles	82
6e	Motorized snow vehicles	84
6f	Bicycles	85
7	Conviction, offence and suspension data	87
7a	Conviction data	88
7b	Offence data	89
7c	Suspension data	91
8	Appendix	92
8a	Glossary	92
8b	Acknowledgements	94

List of Tables and Figures – 2002

Table	Title	Page
1.1	Selected Diagnoses of Motor Vehicle Collision Injuries Hospitalized in Ontario, 2002	23
1.2	Selected Surgical Procedures for Motor Vehicle Collision Injuries Hospitalized in Ontario, 2002	23
2.1	Category of Involved Person by Severity of Injury in Fatal and Personal Injury Collisions	25
2.2	Category of Persons Killed by Age Groups	26
2.3	Category of Persons Injured by Age Groups	27
2.4	Sex of Driver by Class of Collision	28
2.5	Driver Condition by Class of Collision	28
2.6	Driver Age by Driver Condition in all Collisions	29
2.7	Recorded Occurrence of Driver Condition in Drivers Killed	30
2.8	Apparent Driver Action by Class of Collision	31
2.9	Seat Belt Usage by Severity of Driver Injury in Fatal and Personal Injury Collisions	32
2.10	Seat Belt Usage by Severity of Passenger Injury in Fatal and Personal Injury Collisions	33
2.11	Restraint Use for Children (0-4 Years) Killed in Collisions, 1998 – 2002	33
2.12	Restraint Use for Children (0-4 Years) Involved in Fatal and Personal Injury Collisions by Severity of Injury	34
2.13	Pedestrian Condition by Severity of Injury	35
2.14	Apparent Pedestrian Action by Severity of Injury	35
2.15	Category of Persons Killed and Injured, 1988 – 2002	36
2.16	Sex of Driver Population by Age Groups	37
2.17	Driver Population by Age Groups, 1988 – 2002	37
2.18	Driver Licence Class by Sex	38
2.19	Licensed Drivers, Total Collisions, Persons Killed and Injured, 1931 – 2002	40
2.20	Driver Age Groups – Number Licensed, Collision Involvement and Per Cent Involved in Collisions	42
3.1	Class of Collision, 1988 – 2002	44
3.2	Collision Rate Per One Million Kilometres Travelled, 1988 – 2002	44
3.3	Motor Vehicles Involved in Collisions Based on Initial Impact	45
3.4	Initial Impact Type by Class of Collision	48
3.5	Month of Occurrence by Class of Collision	49

List of Tables and Figures – 2002

Table	Title	Page
3.6	Day of Week of Occurrence by Class of Collision	50
3.7	Hour of Occurrence by Class of Collision	51
3.8	Statutory Holidays, Holiday Weekends – Fatal Collisions, Persons Killed and Injured	52
3.9	Light Condition by Class of Collision	52
3.10	Visibility by Class of Collision	53
3.11	Road Jurisdiction by Class of Collision	54
3.12	Road Jurisdiction for All Collisions, 1988 – 2002	54
3.13	Collision Location by Class of Collision	55
3.14	Road Surface Condition by Class of Collision	56
4.1	Place of Collision – Total Collisions, Class of Collision, Persons Killed, Injured and Vehicle Registrations	58
5.1	Vehicles Involved in Collisions	71
5.2	Condition of Vehicle by Class of Collision	72
5.3	Model Year of Vehicle by Class of Collision	73
5.4	Insurance Status of Vehicle by Class of Collision	73
5.5	Vehicle Population by Type of Vehicle	74
5.6	Selected Types of Vehicles by Model Year	75
5.7	Vehicle Damage Level	75
6.1	Motorcyclists Killed and Injured, 1998 – 2002	77
6.2	Selected Factors Relevant to Fatal Motorcycle Collisions	77
6.3	Pupils Transported Daily, Total Number of Collisions – School Years, 1997/98 – 2001/02	78
6.4	School Vehicle Type by Nature of Collision, 2001/02	78
6.5	Pupil Injury by Collision Event and Vehicle Type, 2001/02 (Number of Persons)	79
6.6	Number of Persons Killed in Collisions Involving Trucks, 1998 – 2002	80
6.7	Number of Trucks in All Classes of Collisions	80
6.8	Registered Trucks, 2002	81
6.9	Selected Factors Relevant to Fatal Truck Collisions	81
6.10	Collision Location by Off-Road Vehicle Drivers Killed and Injured, 1998 – 2002	82
6.11	Collision Location by Off-Road Vehicle Passengers Killed and Injured, 1998 – 2002	82
6.12	Registered Off-Road Vehicles, 1998 – 2002	83
6.13	Selected Factors Relevant to All Off-Road Vehicle Collisions	83

List of Tables and Figures – 2002

Table	Title	Page
6.14	Collision Location by Motorized Snow Vehicle* Drivers Killed and Injured – Riding Seasons, 1997/98 – 2001/02	84
6.15	Collision Location by Motorized Snow Vehicle* Passengers Killed and Injured – Riding Seasons, 1997/98 – 2001/02	84
6.16	Registered Motorized Snow Vehicles, 1998 – 2002	84
6.17	All Motorized Snow Vehicle Collisions, 2000/02	84
6.18	Bicyclists Killed and Injured, 1998 – 2002	85
6.19	Age of Bicyclists Involved in Collisions by Light Condition	85
6.20	Selected Factors Relevant to All Bicycle Collisions	86
7.1	Summary of Motor Vehicle Related Convictions	88
7.2	Motor Vehicle Convictions Related to the Highway Traffic Act	88
7.3	Motor Vehicle Convictions Related to the Criminal Code	88
7.4	Number of Convicted Drivers* with Criminal Code of Canada Offences, During the Specified Years	89
7.5	Administrative Driver Licence Suspensions. Monthly Suspensions Issued 2002*	90
7.6	Demerit Point Suspensions by Driver Age 2002	91

Figure	Title	Page
1	Total Number of Collisions in Ontario, 1989 – 2002	20
1b	Per Cent of Hospital Admission by Injury Type, 2002	22
2	Per Cent of Involved Persons in Collisions by Severity of Injury, 2002	24
3	Collision Rate Per One Million Kilometres Travelled in Ontario, 1989 – 2002	43
5	Vehicle Population by Vehicle Class in Ontario, 2002	70
7	Per Cent of Motor Vehicle Convictions in Ontario, 2002	87

Executive Summary

Road safety is key to building safe and strong communities that will contribute to a higher quality of life for all Ontarians.

The *Ontario Road Safety Annual Report* (ORSAR) provides a comprehensive overview of the province's road safety performance and allows the province to track long-term trends in collision rates, fatalities and injuries among motor vehicle drivers, passengers and pedestrians. Ontario, along with all other provinces and territories, has endorsed Road Safety Vision 2010, a national initiative adopted by the Canadian Council of Motor Transport Administrators that aims to make Canada's roads the safest in the world. The Vision 2010 plan sets a national target of a 30 per cent reduction in the average number of road users killed or seriously injured between 2008 and 2010 compared to the 1996 to 2001 period.

In 2002, Ontario had the safest roads in Canada. The following summary incorporates highlights from ORSAR 2002 to demonstrate ways the government is continuing to work towards:

- annually improving Ontario's road safety record and remaining in the top three jurisdictions in North America; and,
- contributing towards meeting the national goals set out in the Road Safety Vision 2010 plan.

In order to achieve the overall target reduction, the Vision 2010 plan focuses on the areas where the largest numbers of serious casualties occur. These areas are also priorities for Ontario, and include:

- use of seat belts;
- drinking and driving;
- high-risk drivers;
- high-speed and intersection-related crashes;
- young drivers;
- commercial vehicles;
- vulnerable road users (pedestrians, motorcyclists, bicyclists); and,
- rural road users.

Seat belt use: In a 2001 Transport Canada Survey, Ontario led the country with a 92.5 per cent seat belt usage rate. The Ontario government is committed to ongoing public education programs and targeted enforcement activities such as the spring and fall seat belt campaigns to remind drivers and passengers to buckle up, including the "Love Me—Buckle Me Right Day," which focused on the proper use of childrens' car seats. The Vision 2010 goal is a 95 per cent seat belt usage rate and the promotion of proper use of child car seats.

Drinking and driving: As indicated in ORSAR 2002, during the period from 1980-2002, the number of drinking-driver fatalities declined by 61 per cent in Ontario. This can be attributed to the province's stringent drinking

Executive Summary

and driving legislation that includes: an administrative driver's licence suspension, increased sanctions for repeat drinking drivers, mandatory assessment, education, treatment and follow-up, vehicle impoundment and ignition interlock legislation. Vision 2010 calls for a 40 per cent decrease in the number of road users fatally or seriously injured in crashes involving drinking drivers.

High-risk drivers and high-speed and intersection-related crashes: Ontario is working to meet this goal through ongoing public education programs that target aggressive and dangerous drivers. As outlined in ORSAR 2002, the government supported several Ontario municipalities with Red Light Camera enforcement pilot projects and is developing new initiatives to address emerging issues, such as driver distraction and fatigue and proper use of highway lanes. The Vision 2010 goal is for a 20 per cent decrease in both these areas.

Young drivers: In Ontario, both the number and injury rate of 16- to 19-year-old driver casualties (deaths and injuries) have declined, with a 30 per cent decrease in the number killed/injured and a 38 per cent decline in the injury rate since 1990. The province introduced a graduated licensing system for novice drivers in 1994, and continues to develop a safe driving culture for young drivers through advocacy, enforcement and education. The Vision 2010 goal is a 20 per cent decrease in the number of young drivers/riders (16 to 19 years old) killed or seriously injured in collisions.

Commercial vehicles: As indicated in ORSAR 2002, the number of large trucks on Ontario's roads increased by 37 per cent between 1990 and 2002, while fatalities in large truck collisions have decreased by 13 per cent since 1990. Ontario has implemented a number of programs including RoadCheck (an annual international roadside safety blitz); Operation Air Brake (a roadside airbrake inspection blitz); and an improved air brake safety program. The government continues to work on enhancing commercial vehicle safety, including ongoing emphasis on roadside inspections for commercial vehicles. Vision 2010 calls for a 20 per cent decrease in the number of road users killed or seriously injured in crashes involving commercial vehicles.

Vulnerable road users: The ministry works with over 130 community groups province-wide to promote road user safety and partnerships. This includes participating on pedestrian and bicycling safety committees and campaigns. Vision 2010 calls for a 30 per cent decrease in fatally and seriously injured pedestrians, motorcyclists and bicyclists.

Rural road users: Based on a rural seat belt survey conducted by Transport Canada in 2002, about 85 per cent of rural travellers in Ontario sitting in the front seat use a seat belt. MTO is committed to public education programs and targets its ongoing campaigns to continue improving seat belt compliance throughout the province — to raise the overall compliance rate to 100 per cent. The Vision 2010 goal is for a 40 per cent decrease in the number of road users fatally or seriously injured on rural roadways (roads with speed limits of 80 to 90 km/hr.).

In recent years, Ontario introduced many road safety programs related to drinking and driving, novice drivers and commercial vehicle safety that have helped to achieve great progress in various road safety categories, and has made Ontario one of the leaders in road safety in North America. Ontario's approach will be delivered in partnership with a broad network of stakeholders, police services and safety groups, and supported by stringent laws. Ontario's roads were among the safest in North America in 2002, and the government is committed to continuing to improve on road safety through legislation, enforcement, infrastructure investment, advocacy and education.

Foreword

Ontario's roads among North America's safest in 2002

The *Ontario Road Safety Annual Report* offers the public a comprehensive overview of the province's road safety performance. Ontario has been building a road safety database for more than 50 years to track long-term trends in areas such as collision rates, fatalities and injuries among drivers, passengers and pedestrians and incidents of drinking and driving.

In 2002, Ontario's roads continued to be the safest in Canada and among the safest in North America.

Success through partnership

As one of Ontario's lead road safety agencies, the Ministry of Transportation (MTO) works with a broad range of partners. At the provincial level, MTO works with the Ministry of the Attorney General, the Ministry of Health and Long-Term Care and the Ministry of Community Safety and Correctional Services to deliver a number of important road safety programs and initiatives.

Ontario works to improve road safety in four main ways:

- **legislation** that sets clear rules for all road users, and spells out the consequences for failing to obey them;
- **enforcement** that aims to ensure all road users abide by the rules, and strives to correct those who do not;
- **infrastructure investments** so that provincial roads are designed, constructed and maintained to maximize the safety of all users; and,
- **education programs** that help familiarize people with the rules of the road and raise public awareness of safe driving behaviours.

During 2002, MTO worked with Transport Canada and other provincial/territorial agencies through the Canadian Council of Motor Transport Administrators (CCMTA). The ministry also collaborated with the Ontario Provincial Police and local police forces, local governments and community groups, safety organizations, private companies and individuals in partnerships that promoted a modern, safe and efficient transportation system.

Road Safety Vision 2010

Ontario has endorsed a national initiative aimed at making Canada's roads the safest in the world. In the fall of 2000, the CCMTA adopted the Road Safety Vision 2010, with the official endorsement of all provincial/territorial ministers of transportation and highway safety.

The Road Safety Vision 2010 plan sets a national target for road safety that calls for reduction by 30 per cent in the average number of road users killed or seriously injured during the 2008-2010 period compared to the 1996-2001 period.

In support of the overall target reduction, the Road Safety Vision 2010 plan calls for focused action and targeted reductions in areas where the largest numbers of serious casualties occur. These targeted areas include:

- **Seat Belt Use**

— 95 per cent rate of seat belt use and proper use of appropriate child car seats.

— 40 per cent decrease in the number of fatally or seriously injured unbelted occupants.

Foreword

- **Drinking and Driving**

— 40 per cent decrease in the per cent of road users fatally or seriously injured in crashes involving drinking drivers.

- **High-Risk Drivers**

— 20 per cent decrease in the number of road users killed or seriously injured in crashes involving high-risk drivers (drivers who commit three high-risk driving infractions within a two-year time frame, two infractions if alcohol-related).

- **Collisions involving high-speed and intersection-related crashes**

— 20 per cent decrease in the number of road users killed or seriously injured in speed or intersection-related crashes.

- **Young Drivers**

— 20 per cent decrease in the number of young drivers/riders (16 to 19 years old) killed or seriously injured in crashes.

- **Commercial Vehicle Safety**

— 20 per cent decrease in the number of road users killed or seriously injured in crashes involving commercial vehicles.

- **Vulnerable Road Users**

— 30 per cent decrease in the number of pedestrians, motorcyclists and bicyclists killed or seriously injured.

- **Rural Road Users**

— 40 per cent decrease in the number of road users fatally or seriously injured on rural roadways (roads with speed limits of 80 to 90 km/hr.).

Ontario has been at the forefront of implementing road safety programs that address Vision 2010's targeted road safety areas. The province introduced a graduated licensing system for novice drivers in 1994 and, since 1996, has been active in establishing a comprehensive set of programs to reduce drinking and driving. Ontario continues to focus efforts in areas of road safety that complement both the Road Safety Vision 2010 and address the needs of Ontario's road users.

Record number of drivers and vehicles on Ontario roads in 2002

With Ontario's strong economy and growing population, the province established new records for both the total number of licensed drivers and the number of vehicles on the road. In 2002, the number of licensed drivers increased by 146,888 to about 8.4 million. The total number of registered motor vehicles in the province during the year was 7.4 million.

Over the past 20 years, road fatalities in Ontario have declined steadily. But the number of deaths on Ontario roads increased slightly in 2002, when there were 873 road fatalities across the province, compared to 845 in 2001.

One of the most common ways of assessing road safety is to calculate the number of fatalities that occur during a given period for every 10,000 licensed drivers. Another common measure is the fatality rate per 100 million vehicle/kilometres travelled. These measures are used widely in North America and around the world to compare road safety from one jurisdiction to another.

In 2002, the number of persons killed in motor vehicle crashes per 10,000 licensed drivers in Ontario increased slightly to 1.04, up from 1.02 in 2001. However, the collision rate per 100 million vehicle kilometres travelled declined slightly in 2002, falling to 197.5 from 201.8 in 2001. The number of fatalities in motor vehicle collisions per 100 million vehicle kilometres travelled decreased from 0.73 in 2001 to 0.71 in 2002.

Compared to 2001:

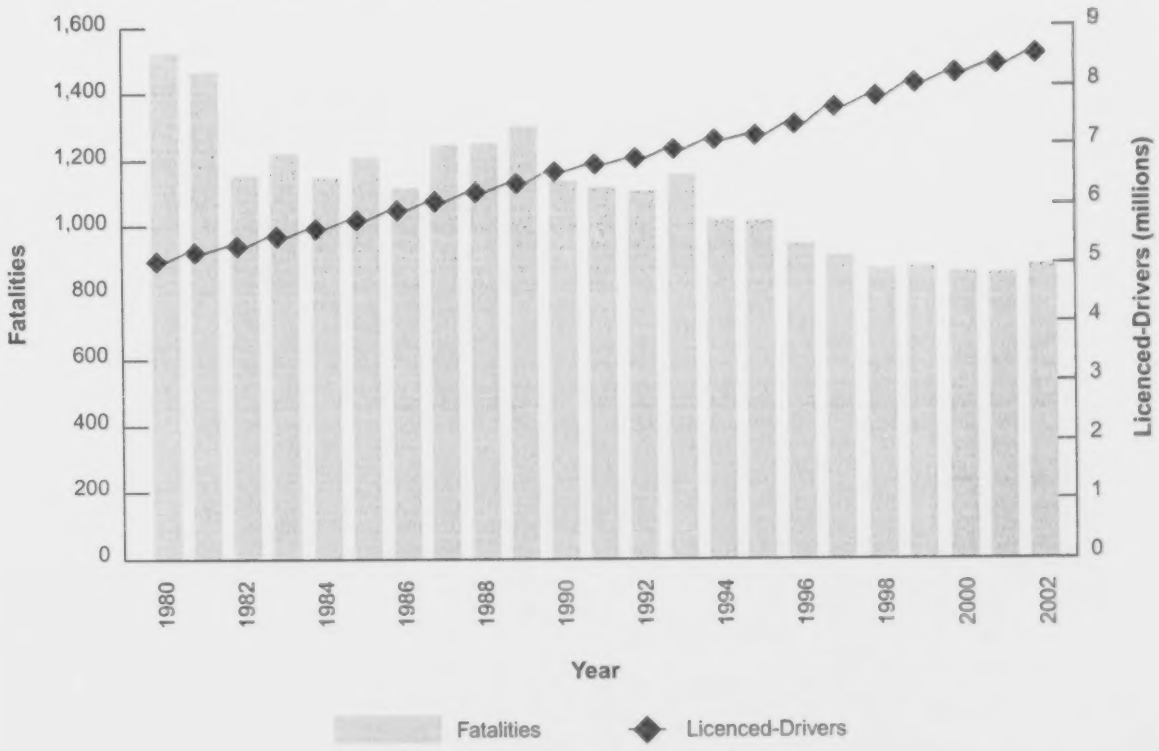
- The number of licensed drivers increased in 2002 from 8,266,616 to 8,413,504, up 1.78 per cent.
- The vehicle kilometres travelled increased in 2002 from 115,943,000 to 123,683,000, up 6.68 per cent.
- The number of registered motor vehicles increased in 2002, from 7,336,574 to 7,415,497, up 1.08 per cent.

The Traffic Injury Research Foundation's review of the patterns in road crashes in Ontario, as seen in the accompanying graphs, reveals significant downward trends, representing positive progress. Looking at the long-term picture provides a more stable and reliable assessment of progress because it eliminates year-to-year variations.

Foreword

Number of Fatalities and Licensed-Drivers: 1980-2002

Number of fatalities and licensed-drivers: 1980-2002. The number of licensed-drivers increased by 68 per cent from 1980 to 2002; in contrast, the number of fatalities decreased by 42 per cent over this period.

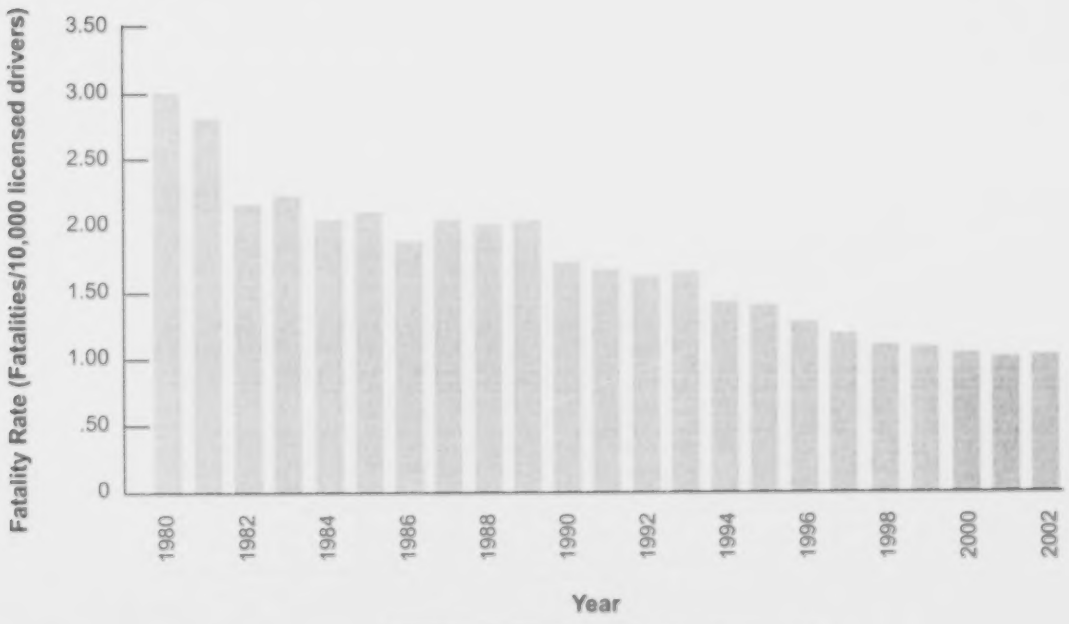


68% increase in licenced drivers since 1980
42% decrease in fatalities since 1980

Foreword

Fatality Rate: 1980-2002

Fatality rate (Number of fatalities per 10,000 licensed drivers): 1980-2002.
The per-driver fatality rate decreased dramatically, by 66 per cent.

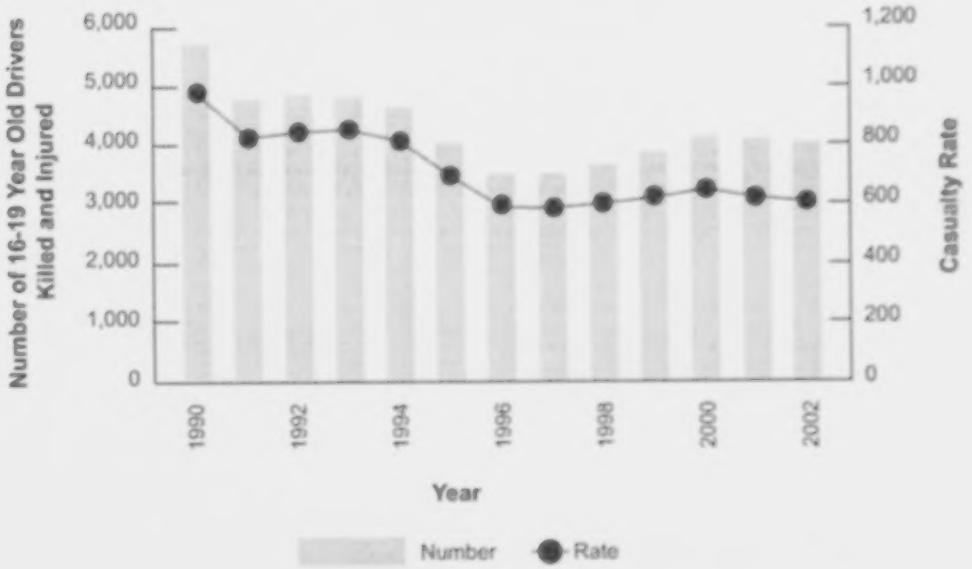


66% decline in the fatality rate since 1980

Foreword

Number and Rate* of 16- to 19-Year-Old Drivers Killed and Injured: 1990-2002

Number and rate of 16- to 19-year-old drivers killed and injured: 1990-2002. Both the number and per capita rate of 16- to19-year-old driver casualties (deaths and injuries) have declined, with a 30 per cent decline in the number killed/injured and a 38 per cent decline in the injury rate since 1990.



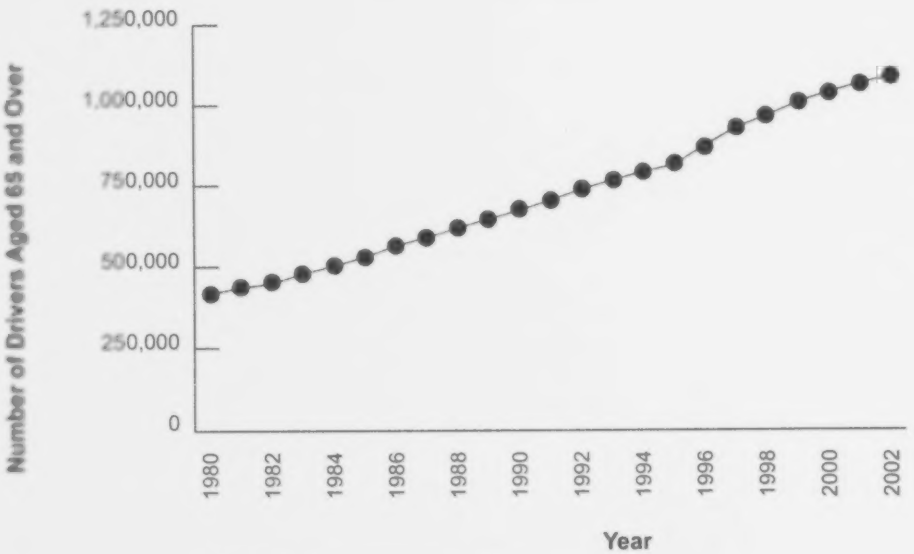
* number of injuries and fatalties per 100,0000 population

38% decline in the casualty rate since 1990
30% decrease in casualties since 1990

Foreword

Number of Licensed Drivers Aged 65 and Over: 1980-2002

Number of drivers aged 65 and over: 1980-2002. The number of licensed drivers aged 65 and over increased dramatically, by 164 per cent, over the past two decades. By contrast, the total number of licensed drivers increased by only 68 per cent. The percentage increase in the number of senior drivers is more than double the percentage increase in the total number of licensed drivers over this period.

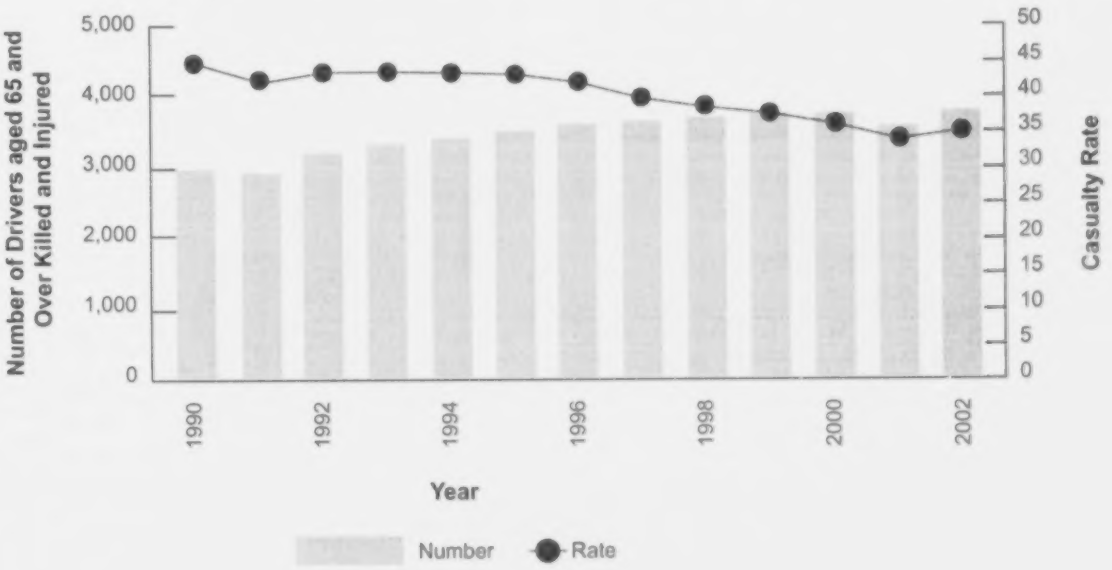


164% increase in drivers 65+ since 1980

Foreword

Number and Rate* of Drivers Aged 65 and Over Killed and Injured: 1990-2002

Number and rate of drivers aged 65 and over killed and injured: 1990-2002. The number of drivers aged 65 and over killed and injured has increased since 1990; in contrast, the per-driver casualty rate has decreased over this period by 25 per cent, and there was a 22 per cent lower casualty rate in 2002 than in 1990. However, the rate of fatal collisions among drivers aged 65 and over continues to be higher than that of the general driving population.



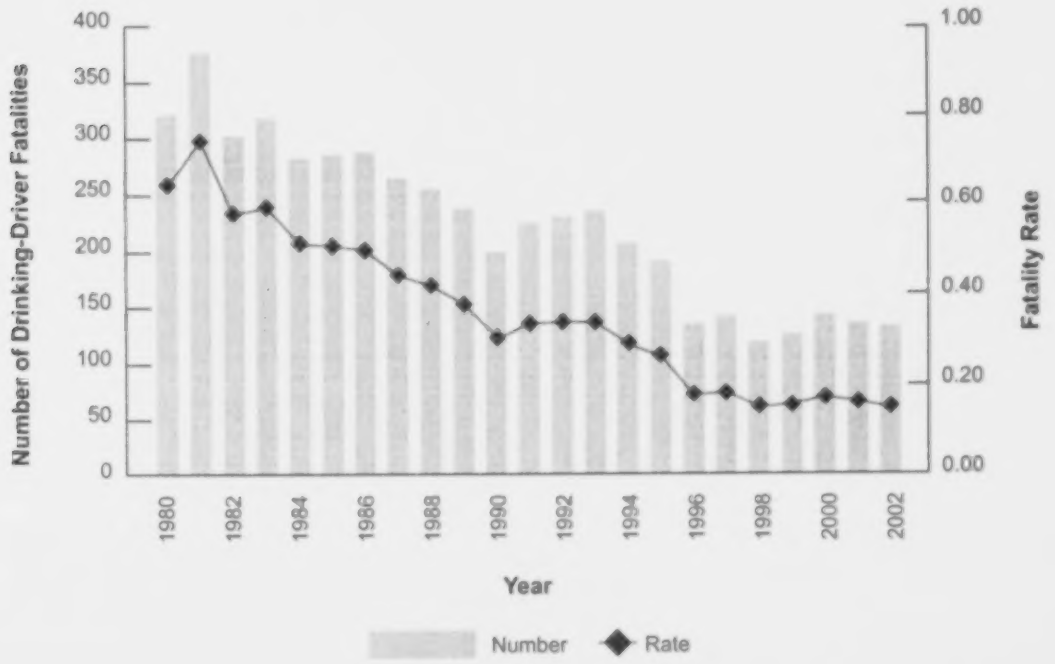
* number of deaths and injuries per 10,000 licensed drivers

22% lower casualty rate in 2002 than in 1990
25% more casualties in 2002 than in 1990

Foreword

Number and Rate* of Drinking-Driver Fatalities: 1980-2002

Number and rate of drinking-driver fatalities: 1980-2002. Both the number of drinking-driver fatalities and the number of drinking driver fatalities per 10,000 licensed drivers have declined dramatically from 1980 — by 61 per cent and 77 per cent, respectively.



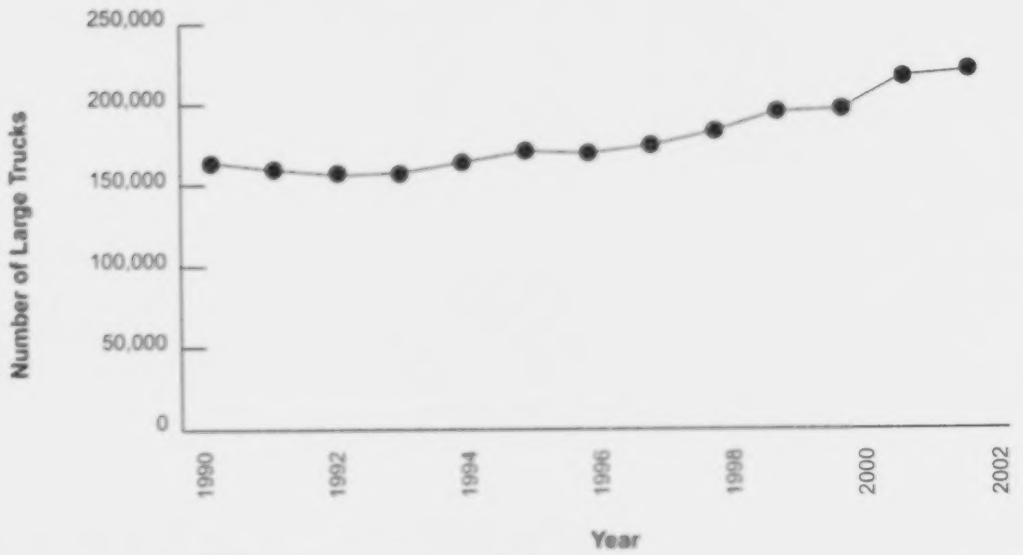
* number of drinking-driver fatalities per 10,000 licensed drivers

77% decline in fatality rate since 1980
61% decline in fatalities since 1980

Foreword

Number of Large Truck Crashes: 1990-2002

Number of large trucks: 1990-2002. The number of large trucks has increased by 37 per cent in the past 12 years. By contrast, the total number of vehicles has increased by only 22 per cent. The percentage increase in the number of large trucks is more than the percentage increase in the total number of vehicles over the past decade.

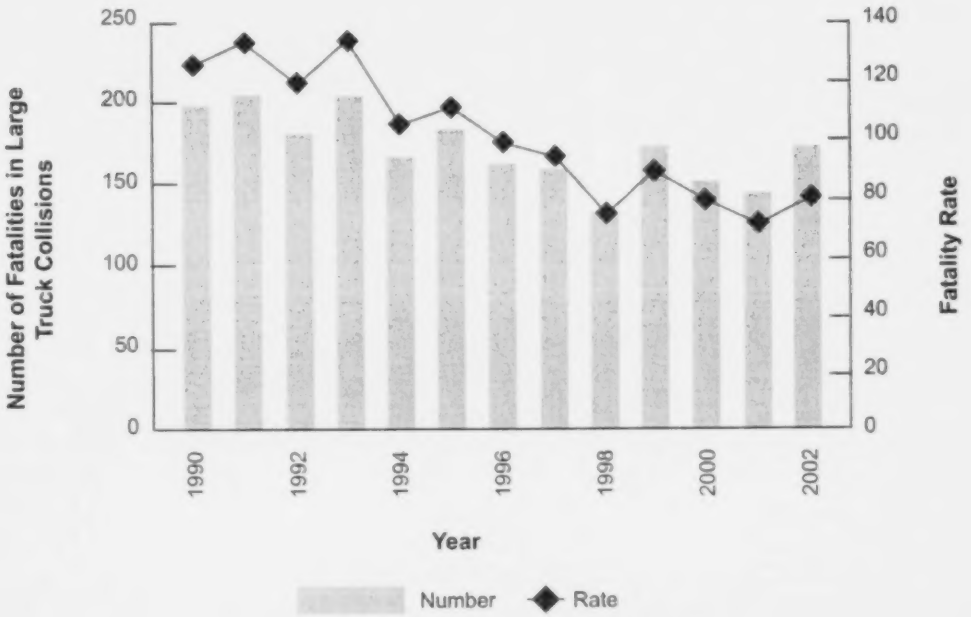


37% increase in large trucks since 1990

Foreword

Number and Rate * of Fatalities in Large Truck Crashes: 1990-2002

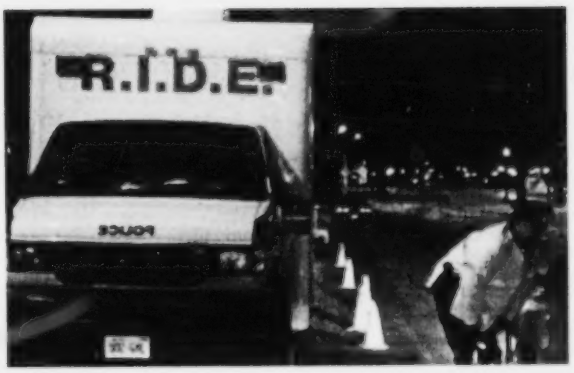
Number and rate of fatalities in large truck crashes: 1990-2002. Although the number of large trucks increased by 37 per cent, fatalities in large truck crashes have actually decreased by 13 per cent since 1990. Consequently, the number of fatalities per 100,000 large trucks has declined over this period – a 36 per cent decline in the fatality rate.



* number of fatalities per 100,000 large trucks

36% decline in the fatality rate since 1990
13% decline in fatalities since 1990

Foreword



Ontario's Successful Road Safety Initiatives:

In the last decade, the Ministry of Transportation has worked to increase road safety by:

- introducing a graduated licensing system in 1994;
- implementing programs to crack down on drinking and driving including: an administrative driver's licence suspension program in 1996; increased sanctions for repeat drinking drivers in 1998; mandatory assessment, education/treatment and follow-up for drinking drivers in 1998; vehicle impoundment for driving while under a criminal code suspension in 1999, and ignition interlock legislation in 2001;
- increasing fines for those who drive while their licence is suspended, with fines from $5,000 to $25,000 for the first conviction, and from $10,000 to $50,000 for subsequent convictions;
- supporting several Ontario municipalities with the implementation of Red Light Camera enforcement pilot projects;
- introducing a new senior driver program, which helped reduce the collision rate for drivers aged 80 and over by 42 per cent from the average rate under the previous senior driver program;
- doubling fines for illegally passing a school bus, maximum of $2,000 first offence and $4,000 for a subsequent offence (within 5 years);
- increasing the resources available for road safety enforcement by 47 per cent since 1995; and,
- implementing a Mandatory Vehicle Branding Program in 2003, to help protect used vehicle buyers and enhance road safety.

In the area of commercial vehicle safety, successful past initiatives include:

- increasing fines for truck safety violations to a maximum of $20,000, the highest in North America;
- implementing a Commercial Vehicle Impoundment Program that takes trucks with critical safety defects off the road;

Foreword

- creating an absolute liability offence for wheel separations in 1997, which means no excuses are accepted in court (a measure that helped lead to a 70 per cent reduction in the number of wheel separations between 1997 and 2002);
- implementing a carrier safety rating system to provide public access to the safety performance records of commercial carriers, with more than 93,000 safety ratings assigned to date; and,
- introducing a mandatory air brake adjuster and wheel installer training and certification program (which has now trained more than 20,000 air brake adjusters and 12,500 wheel installers).

Report on 2002 Road Safety Initiatives

Drinking and driving

Ontario has some of North America's most stringent drinking and driving legislation. One of the most significant road safety initiatives of 2002 was the introduction of a new weapon in the fight against impaired driving, Ontario's Ignition Interlock Program.

As of December 23, 2001, drivers convicted of drinking and driving who become eligible to have their licences reinstated must have an ignition interlock device installed in any motor vehicle they operate for at least one year. The Ignition Interlock Program became fully operational on December 23, 2002, when the first offenders became eligible for licence reinstatement.

An ignition interlock is an in-car alcohol breath-screening device that prevents a vehicle from starting if the driver has been drinking. Before starting the vehicle, the driver must blow into the device. If the device detects alcohol, the vehicle will not start.

Over 500 ignition interlocks have been installed in vehicles. This figure applies to first-time offenders convicted when the interlock program came into effect in late 2001. These offenders had to complete their one-year licence suspensions and mandatory remedial measures programs before they could become eligible for conditional licence reinstatement.

Other measures to combat drinking and driving include:

- an immediate 90-day Administrative Driver's Licence Suspension;
- increased licence suspension periods for repeat drinking and driving offenders;
- increased fines for driving while a licence is under suspension for a driving-related Criminal Code conviction;
- dedicated funding for the Reduce Impaired Driving Everywhere (RIDE) program;
- a mandatory remedial measures (assessment, education/treatment and follow-up) program for all drivers convicted of impaired driving;
- a longer period of time for identifying previous convictions under the Criminal Code of Canada; and,
- a program that impounds the vehicle of anyone who drives while under suspension for a Criminal Code conviction.

Despite these measures, there were approximately 15,937 convictions for drinking and driving reported in Ontario in 2002. Between 75 and 80 per cent of those convicted were first-time offenders. There were 193 drinking and driving fatalities in 2002. The government believes one impaired driver on our roads is one too many.

Road Safety Challenge 2002 targets aggressive, dangerous drivers

In 2002, 27 communities across the province participated in Ontario's Road Safety Challenge from May 4-12. The Road Safety Challenge aims to save lives by educating the public about the dangers of impaired and aggressive driving and failure to use seat belts.

MTO staff worked closely on this initiative with local volunteers, police services, road safety organizations, volunteer groups and private sector companies throughout the province. The Ministry of Transportation provided $60,000 to assist with local road safety initiatives during the 2002 campaign.

Ontario continues to be among the leaders in Canada in seat belt safety

Ontario was the first province in Canada to make the use of seat belts mandatory, in 1976.

Foreword

In a Transport Canada survey from 2001, Ontario led the way with a 92.5 per cent seat belt usage rate.

But with some 8.4 million drivers in the province, this still means that more than half a million drivers are not in the habit of buckling up. And about one-third of all drivers fatally injured in road crashes in Ontario are not wearing their seat belts. At recent child safety seat clinics in Ontario, organizers found that as many as 80 per cent of the seats inspected were installed or being used incorrectly.

Based on a fall 2002 survey by Transport Canada on seat belt usage in rural communities across Canada, 85 per cent of rural travellers sitting in the front seat of their vehicles used a seat belt. Quebec, at just over 91 per cent, had the highest seat belt usage rate in rural Canada, while Ontario was consistent with the national average of about 85 per cent.

MTO is committed to public education programs and targeted campaigns to promote proper seat belt and child car seat use, by working in co-operation with community groups, injury prevention advocates, public health professionals, police services and the private sector. The goal is to continue improving seat belt compliance throughout the province – with the ultimate goal of a compliance rate of 100 per cent.

Successful spring and fall seat belt campaigns

Ontario's annual spring seat belt campaign took place from April 13-27, 2002, as education and enforcement activities across the province reminded drivers and passengers to fasten their seat belts.

The 2002 spring campaign began with "Love Me — Buckle Me Right Day," which enabled organizers to promote the proper use of children's car seats. Parents and caregivers had the opportunity to visit a total of 50 free inspection clinics across Ontario to ensure that their child car seats were installed correctly. The clinics were sponsored by the Co-Operators General Insurance Company and Toys "R" Us. During the spring 2002 campaign, the Ontario Provincial Police checked 859,857 vehicles, and laid 14,987 charges for seat belt and child car seat violations.

The annual fall seat belt campaign took place from September 28 to October 12, with similar results.

Focusing on commercial vehicle safety

At least 80 per cent of the total value of Ontario's trade with the United States moves by truck, and the cross-border trade by truck between our two countries virtually doubled during the 1990s. That increase — and the growing number of trucks on Ontario's roads — has spurred the province and its safety partners to take aggressive action to promote commercial vehicle safety.

RoadCheck 2002

RoadCheck 2002, an international truck safety inspection blitz, was held June 4 to 6 at inspection sites across

Foreword

Ontario, during National Transportation Week. And as in past years, the annual, 72-hour safety blitz of commercial motor vehicles was carried out simultaneously by officials in Canada, the United States and Mexico.

Ontario's truck safety laws are among the toughest in North America, and participation in RoadCheck allows MTO to gauge how well the trucking industry is complying with provincial laws. The 2002 event marked the 14th year MTO has been an active participant.

During the blitz, MTO enforcement officers at some 35 truck inspection stations examined more than 25,000 trucks and trailers, looking at:

- the mechanical condition of the vehicles;
- the stability of the load;
- the qualifications of the driver;
- the pre-trip inspection reports;
- the daily logs; and,
- the vehicle's compliance with dangerous goods legislation.

RoadCheck's results are measured by the out-of-service rate — which is the number of vehicles taken off the road for having mechanical defects, expressed as a percentage of the total number of vehicles inspected. Ontario has achieved a compliance rate of 77 per cent or greater for the last three consecutive years.

Air brake safety program improved

To make the province's highways safer for all road users, the ministry improved its air brake program for commercial vehicle operators during 2002. The updated and enhanced program includes:

- a new standard 12-hour air brake course;
- a new edition of the Air Brake Handbook, based on the new course curriculum;
- revised knowledge testing requirements for licence upgrades and renewals;
- a revised MTO practical test; and,
- a revised air brake instructor's course.

The new program focuses on upgrading commercial drivers' knowledge and understanding of air brake systems. An air brake endorsement (called a Z endorsement) on a driver's licence authorizes the holder to drive a vehicle equipped with air brakes.

Operation Air Brake 2002

Every year, Ontario conducts two 12-hour air brake inspection blitzes. The spring blitz — which was held in 2002 on May 5 — was not publicized in advance, while the fall inspection blitz — which took place on September 5 — was announced in the media before it took place.

Foreword

The annual initiative has three main goals:

- enforcement of air brake requirements;
- driver/operator education; and,
- benchmarking, assessment and monitoring.

In the 2002 Operation Air Brake initiative, Ontario inspected more trucks than any other Canadian jurisdiction. Approximately 180 enforcement officers inspected trucks at 35 locations province-wide. Of the trucks subjected to a full mechanical inspection, 22.9 per cent were placed out-of-service, which was consistent with Ontario's experience in the previous two years.

Boosting inter-regional transit

According to the Canadian Urban Transit Association, transit is the safest mode of urban travel. By distance travelled, the fatality rate for transit passengers in Canadian cities is five per cent of that for automobile passengers. Not only does transit promote safety, it also helps ease congestion, protects the environment and enhances Ontario's economic vitality. Urban transit is also three times more energy efficient than car travel and will play a key role in reducing Canada's greenhouse gas emissions. During 2002, the province provided Ontario municipalities with $96.8 million to support the purchase of 175 conventional transit buses, 74 specialized transit buses and the major refurbishment of 223 transit buses.

In 2002, the province took back responsibility for GO Transit and, with the province's support, GO Transit moved ahead during the year with a comprehensive expansion plan that involved building new stations, creating additional parking spaces at GO stops, and extending services on existing routes.

Infrastructure investments build a safer, more efficient road network

In 2002, Ontario's investments in transportation infrastructure totalled more than $1.3 billion, including initiatives to improve both provincial highways and public transit. These investments were aimed at renewing and expanding Ontario's transportation network — to meet the demands of a growing population.

The province's infrastructure investments added more than 180 new lane kilometres to the provincial highway network during the year, which is roughly equivalent to the distance between Kingston and Ottawa. In addition, the province carried out significant improvements to more than 1,100 lane kilometres of highway — which is about the same as the total round-trip distance between Toronto and Montreal.

In 2002, the province continued to expand Highways 11, 69, and 401, and issued new construction contracts to extend Highway 417 to the community of Arnprior.

Planning efforts for future highway network continue

The government continued moving forward with a series of major transportation planning studies during 2002 — including an examination of potential transit opportunities on existing and proposed new 400-series highways.

In 2002, detailed planning continued for potential new transportation corridors in the Greater Toronto Area. Future planning initiatives included:

- extending Highway 427 to the north;
- extending Highway 407 to the east, to link up with Highways 35 and 115;
- extending Highway 404 to the north, and building a Bradford Bypass; and,
- long-range study and corridor protection for a future east-west corridor through the GTA, north of Highway 407.

Anti-gridlock measures improve highway safety

In 2002, the government awarded almost $260 million worth of highway construction work in the Golden Horseshoe region, and also provided $156 million to GTA municipalities for transit improvement and expansion projects.

The highlights of the GTA highway improvement program included:

- updating and expanding Highway 401;
- improving Highway 400;
- widening and extending Highway 404;

Foreword

- widening Highway 427; and,
- improving the Queen Elizabeth Way.

Other significant improvements to central Ontario's highway infrastructure that continued during 2002 included the refurbishment of the Garden City Skyway in St. Catharines, and the reconstruction of Highway 420.

ITS investments mean smarter highways

Intelligent Transportation Systems (ITS) are part of an expanding field which represents the marriage of high-tech communications and information system with transportation to improve safety and efficiency on the road. Ontario is a leader in this area, and the ministry is continuing to invest in ITS technologies that result in better service for road users.

In 2002, MTO continued to expand the COMPASS freeway traffic management system. COMPASS enables MTO to detect and respond to incidents on major provincial freeways in the greater Toronto and Ottawa areas, quickly improving both the safety and efficiency of these vital corridors for all users. To view images of current traffic conditions along Highway 401 and on the QEW, as well as receive traffic reports on provincial highways from MTO's Traffic and Road Information System (TRIS), users can log on to MTO's website: www.mto.gov.on.ca/english/traveller/compass/index.html.

In 2002, $800,000 was invested in three cameras along Highway 401 between Hurontario and Highway 407, and $1.8 million on queue-end warning systems on the Queen Elizabeth Way towards the Peace Bridge and on Highway 405 to detect and warn drivers of traffic queues resulting from truck delays at border crossings. In addition, two contracts were awarded for a number of new changeable message signs and for system expansion in Ottawa.

MTO also increased the number of advanced road weather information system (ARWIS) stations during the year. These stations help improve road safety by measuring local road and weather conditions and providing forecasting tools that help optimize MTO's winter maintenance activities. In the next year, ARWIS is expected to increase across Ontario.

Foreword

Conclusion

Ontario's approach to road user safety, supported by stringent laws and delivered in partnership with a broad network of stakeholders, police services and safety groups, is raising public awareness of road issues and encouraging changes in driver behaviour and attitudes.

MTO continues to review its policies, regulations, legislation and public education activities to improve road safety. The ministry will look to other jurisdictions for their best practices and explore new technologies. It will work in partnership with the federal government and other provincial/territorial governments, with municipalities, the private sector, road safety community groups and enforcement organizations for the safety of all road users.

Recommendations for Promoting Further Improvements to Road Safety in Ontario

The province will continue to promote comprehensive safety programs and find new ways to improve safety on Ontario's roads.

Future initiatives include the updating and revising of the Motor Vehicle Accident Report and Self-Reporting Collision Reporting forms. The revised forms will result in more accurate and thorough reporting of collision information, as well as improved data quality and consistency. Moving to electronic reporting of collision information and the timely release of collision data is expected to enhance safety research, enforcement and safety policy development. In addition, revised forms will allow for the capture of greater in-depth information on issues of emerging importance such as driver distraction, the use of cell phones, and characteristics of collisions involving sport utility vehicles.

Other longer-term road safety initiatives include:

- targeting high-risk drivers;
- complementing existing anti-drinking driving programs with new ones;
- conducting public education campaigns in partnership with police, public health, community groups and the private sector;
- developing initiatives to address public concerns about emerging issues, including driver distraction and fatigue, proper use of highway lanes and drug-impaired driving;
- increasing passenger protection provisions in legislation, regulation and through public education;
- developing a safe driving "culture" through advocacy, legislation, enforcement and awareness;
- exploring the use of new technology in monitoring, reporting and enforcing road safety;
- enhancing commercial vehicle safety, including ongoing emphasis on roadside inspections for commercial vehicles;
- investigating ways to alleviate gridlock and improve traffic flow and the impact of congestion on air quality; and,
- continuing to be leaders in road infrastructure and vehicle technology.

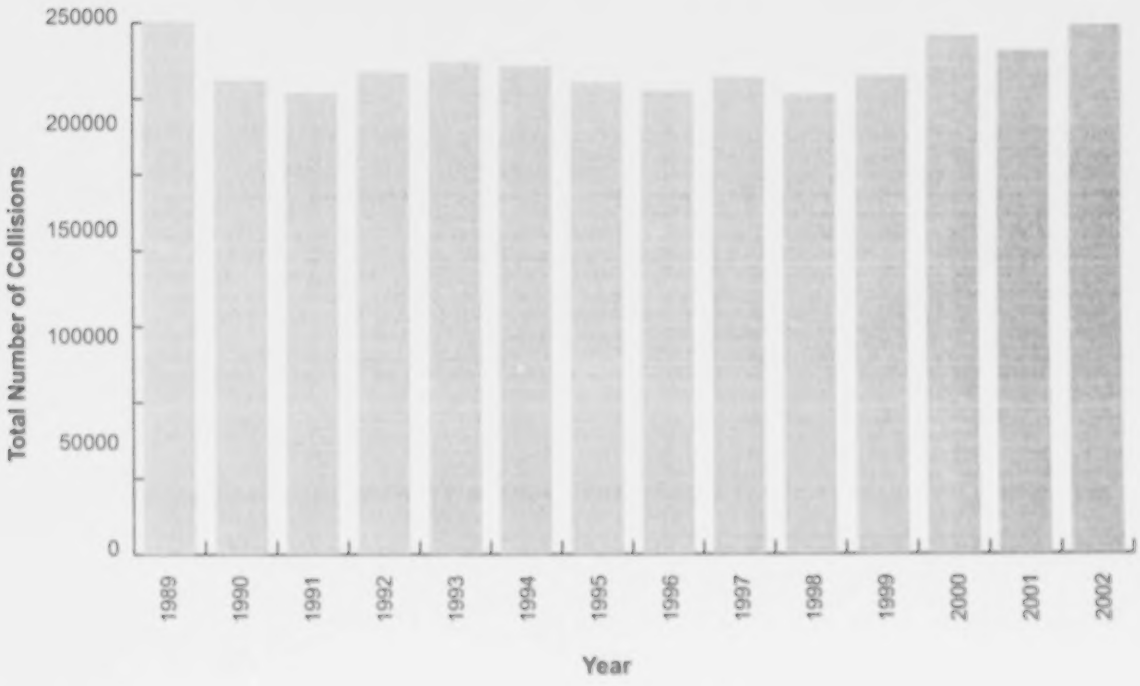
In conclusion, the government will continue to work to ensure that Ontario has a safe, efficient and integrated transportation system, a key component to building safe and strong communities that will contribute to a higher quality of life for all Ontarians.

1 Overview

The first part of this section (synopsis) provides a brief overview of road safety in the province. The second part presents selected characteristics of motor vehicle collisions from a health perspective.

The primary measure of road user safety in Ontario is the number of fatalities per 10,000 licensed drivers. This is a commonly used measure of road user safety in North America and elsewhere. It allows Ontario to compare its performance against that of other jurisdictions. In Ontario in 2002, there were 1.04 fatalities per 10,000 licensed drivers, a slight increase from 1.02 in 2001. The 2002 fatality rate is the second lowest since 1931. Based on this measure, Ontario's roads were the safest in Canada and second only to Massachusetts in North America in 2002.

Figure 1: **Total Number of Collisions in Ontario - 1989 to 2002**



1a Synopsis

Selected Statistics

Total Reportable Collisions	244,642
Total Drivers Involved in Collisions	435,339
Total Vehicles Involved in Collisions	452,223
Fatal Collisions	770
Personal Injury Collisions	56,516
Property Damage Collisions	187,356

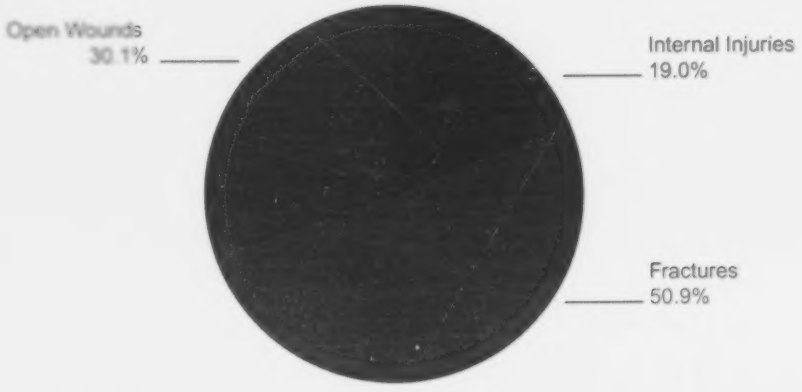
Persons Killed	873
Drivers Killed (excludes All Terrain Vehicle and Snow Vehicle Drivers)	505
Drivers Killed (Impaired or Had Been Drinking)	124
Passengers Killed	230
Pedestrians Killed	131
Other Road Users Killed	7

Persons Injured	84,192
Estimated Ontario Population (2002)	12,027,900
Licensed Drivers	8,413,504
Registered Motor Vehicles	7,415,497
Estimated Vehicle Kilometres Travelled (in millions)	123,683

Number of Persons Killed in Motor Vehicle Collisions per 100,000 People in Ontario	7.3
Number of Persons Killed in Motor Vehicle Collisions per 100 Million Kilometres Travelled	0.71
Collision Rate per 100 Million Kilometres Travelled	197.8
Fatal Collision Rate per 100 Million Kilometres Travelled	0.6
Number of Persons Killed in Motor Vehicle Collisions per 10,000 Licensed Drivers	1.04

1b Selected Characteristics of Motor Vehicle Collisions

Figure 1b: **Per Cent of Hospital Admission by Injury Type, 2002**



1c Health Perspective

Table 1.1

Selected Diagnoses of Motor Vehicle Collision Injuries Hospitalized in Ontario, 2002

Selected Diagnoses	Hospital Admissions	Hospital Days of Stay
Fracture of skull	420	5,199
Fracture of neck and trunk	1,199	12,138
Fracture of upper limb	638	3,491
Fracture of lower limb	1,401	12,387
Dislocation, sprains and strains	205	845
Intracranial injury, excluding those with skull fracture	850	6,386
Internal injury of chest, abdomen and pelvis	595	5,277
Open wound of head, neck and trunk	157	429
Open wound of upper limb	39	130
Open wound of lower limb	50	351
Other injuries, burns and traumatic complications	2,036	38,420
Total Admissions and Days	**7,590**	**85,053**

Source: *Ministry of Health and Long-Term Care, Integrated Policy and Planning Division*

Table 1.2

Selected Surgical Procedures for Motor Vehicle Collision Injuries Hospitalized in Ontario, 2002

Selected Diagnoses	Hospital Admissions	Hospital Days of Stay
Operations on skull, brain and cerebral meninges	128	2,759
Operations on spinal cord and canal structures	49	817
Operations on nose, mouth and pharynx	21	87
Operations on chest wall, pleura, mediastinum and diaphragm	117	1,391
Operations on bone marrow and spleen	70	1,041
Operations on kidney	4	59
Operation on facial bones and joints	119	966
Reduction of fracture and dislocation	1,775	16,032
Repair and plastic operations on joint structures	139	2,669
Operations on skin and subcutaneous tissue	236	2,036
Other surgical procedure	3,514	41,301
Sub-total of surgical admission and days	**6,172**	**69,158**
No surgical procedures reported	**1,418**	**15,895**
Total Admissions and Days	**7,590**	**85,053**

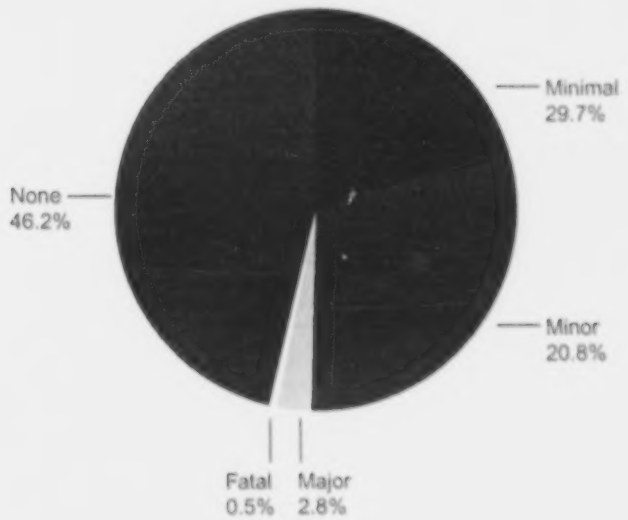
Source: *Ministry of Health and Long-Term Care, Integrated Policy and Planning Division*

2 The People

This section highlights injuries by severity and the category of the road user involved in collisions. Data is broken down by age, gender, driver condition and driver action. Seventy-two years of key historical collision data, covering the years 1931 to 2002, are provided.

This section also shows that, while the number of drivers on Ontario's roads continues to increase, the number of drivers fatally injured in drinking and driving collisions decreased from 128 in 2001 to 124 in 2002.

Figure 2: **Percent of Involved Persons in Collisions by Severity of Injury, 2002**



2a People in Collisions

Table 2.1

Category of Involved Person by Severity of Injury in Fatal and Personal Injury Collisions 2002

Category of Involved Person	Severity of Injury					Total
	None	Minimal	Minor	Major	Fatal	
Driver	45,475	27,330	18,504	2,075	450	**93,834**
Passenger*	26,434	15,648	9,724	1,247	226	**53,279**
Pedestrian	188	1,937	2,480	573	131	**5,309**
Bicyclist	31	1,267	1,063	148	20	**2,529**
Bicycle Passenger	15	93	95	18	0	**221**
All Terrain Vehicle Driver	13	13	10	8	6	**50**
All Terrain Vehicle Passenger	7	9	10	3	0	**29**
Snow Vehicle Driver	2	5	12	6	1	**26**
Snow Vehicle Passenger	1	2	3	3	0	**9**
Motorcycle Driver	104	354	616	191	35	**1,300**
Motorcycle Passenger	57	106	160	45	3	**371**
Moped Driver	3	9	13	3	0	**28**
Moped Passenger	3	4	2	1	0	**10**
Hanger On	45	71	83	24	1	**224**
Other	538	126	88	10	0	**762**
Total	**72,916**	**46,974**	**32,863**	**4,355**	**873**	**157,981**

* Includes bus passengers

HTA (Highway Traffic Act) reportable collisions. For more information on special vehicles, see Chapter 6.

Due to a change in the method of tabulating collision statistics, this table excludes individuals involved in property-damage-only collisions.

Fatal
Person killed immediately or within 30 days of the motor vehicle collision.

Major
Person admitted to hospital. Includes person admitted for observation.

Minor
Person went to hospital and was treated in the emergency room but was not admitted.

Minimal
Person did not go to hospital when leaving the scene of the collision. Includes minor abrasions, bruises and complaint of pain.

None
Uninjured person.

Table 2.2

Category of Person Killed by Age Groups 2002

Category of Person	Age Groups																Total
	0-4	5-9	10-15	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65-74	75+	UK	
Driver	0	0	1	2	8	17	13	12	40	65	92	75	43	39	43	0	**450**
Passenger*	7	9	19	9	4	7	10	7	29	24	23	17	18	17	27	0	**227**
Pedestrian	3	6	3	5	4	3	4	3	6	6	13	10	21	14	30	0	**131**
Bicyclist	1	1	3	0	1	2	0	1	0	2	4	1	1	1	2	0	**20**
Bicycle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
All Terrain Vehicle Driver	0	0	1	2	0	0	0	0	0	0	2	0	0	0	1	0	**6**
All Terrain Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Snow Vehicle Driver	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	**1**
Snow Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Motorcycle Driver	0	1	1	0	0	1	0	0	2	13	7	6	3	1	0	0	**35**
Motorcycle Passenger	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	**3**
Moped Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Moped Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**11**	**17**	**28**	**18**	**17**	**30**	**28**	**23**	**77**	**110**	**143**	**109**	**87**	**72**	**103**	**0**	**873**

* Includes hangers on

UK = Unknown

HTA (Highway Traffic Act) reportable collisions. For more information on special vehicles, see Chapter 6.

Table 2.3

Category of Person Injured by Age Groups 2002

Category of Person	Age Groups																Total
	0-4	5-9	10-15	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65-74	75+	UK	
Driver	0	0	38	239	1,053	1,280	1,330	1,346	4,831	10,427	11,327	7,954	4,374	2,224	1,408	78	47,909
Passenger*	984	1,631	2,367	792	1,053	1,011	970	830	2,574	3,913	3,216	2,480	1,621	1,251	838	1,211	26,742
Pedestrian	98	330	719	127	108	128	99	111	369	630	652	558	367	301	271	122	4,990
Bicyclist	1	30	134	27	19	24	22	18	48	123	125	68	44	10	4	1,781	2,478
Bicycle Passenger	5	13	62	8	4	5	7	8	17	34	42	22	8	4	1	1	241
All Terrain Vehicle Driver	0	0	7	3	0	0	0	0	4	9	4	2	0	1	0	1	31
All Terrain Vehicle Passenger	1	1	5	1	3	2	1	0	0	4	1	1	0	0	1	1	22
Snow Vehicle Driver	0	0	5	1	0	0	1	3	2	4	5	1	0	1	0	0	23
Snow Vehicle Passenger	0	1	2	1	1	1	1	0	0	1	0	0	0	0	0	0	8
Motorcycle Driver	0	0	3	22	20	16	25	32	124	330	282	210	70	17	5	5	1,161
Motorcycle Passenger	1	4	9	3	11	9	11	9	39	69	64	68	12	5	2	12	328
Moped Driver	0	1	1	0	2	1	1	0	1	3	5	3	2	0	1	4	25
Moped Passenger	0	0	0	0	1	2	0	0	1	0	1	1	1	0	1	0	8
Other	4	9	8	4	4	1	2	3	11	43	51	22	14	14	14	22	226
Total	**1,094**	**2,020**	**3,360**	**1,228**	**2,279**	**2,480**	**2,470**	**2,360**	**8,021**	**15,590**	**15,775**	**11,390**	**6,513**	**3,828**	**2,546**	**3,238**	**84,192**

* Includes hangers on

HTA (Highway Traffic Act) reportable collisions. For more information on special vehicles, see Chapter 6.

Table 2.4

Sex of Driver by Class of Collision 2002

Sex of Driver	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Male	976	64,043	204,022	**269,041**
Female	298	37,041	103,696	**141,035**
Unknown*	37	4,839	20,387	**25,263**
Total	**1,311**	**105,923**	**328,105**	**435,339**

* This includes situations where the enforcement officer is unable to make a determination, e.g., hit and run.

Fatal Collision
A motor vehicle collision in which at least one person sustains bodily injury resulting in death. Prior to January 1, 1982, fatal collision statistics included deaths attributed to injuries sustained in the collision for up to one year after the collision. Since that date, only deaths within thirty days of the collision have been included.

Personal Injury Collision
A motor vehicle collision in which at least one person involved sustains bodily injury not resulting in death.

Property Damage
A motor vehicle collision in which no person sustains bodily injury, but in which there is damage to any public property or damage to private property including damage to the motor vehicle or its load.

The minimum reportable level for property-damage-only collision rose from $200 to $400 on January 1, 1978, and rose again to $700 on January 1, 1985. As of January 1, 1998, the minimum reportable level for property-damage-only collisions is $1,000.

On January 1, 1997, Collision Self-Reporting for property-damage-only collisions was introduced. See Appendix for further explanation of Collision Self-Reporting.

Table 2.5

Driver Condition by Class of Collision 2002

Condition of Driver	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Normal	945	84,578	262,243	**347,766**
Had Been Drinking	48	1,472	2,736	**4,256**
Ability Impaired				
Alcohol over .08	116	1,025	1,973	**3,114**
Ability Impaired Alcohol	16	512	816	**1,344**
Ability Impaired Drugs	16	94	184	**294**
Fatigue	11	625	1,141	**1,777**
Medical/Physical Disability	15	531	517	**1,063**
Inattentive	47	9,697	21,235	**30,979**
Other	1	305	769	**1,075**
Unknown*	96	7,084	36,491	**43,671**
Total	**1,311**	**105,923**	**328,105**	**435,339**

Had Been Drinking
Driver had consumed alcohol but his/her physical condition was not legally impaired.

Ability Impaired Alcohol over .08
Driver had consumed alcohol and upon testing was found to have a blood alcohol level in excess of .08 grams of alcohol per 100 millilitres of blood.

Ability Impaired Alcohol
Driver had consumed sufficient alcohol to warrant being charged with a drinking and driving offence

Inattentive
Driver was operating a motor vehicle without due care and attention or placing less than full concentration on driving, e.g., changing radio stations, consuming food, reading, talking on phone or two-way radio, using headphones.

Table 2.6

Driver Age by Driver Condition In ALL Collisions 2002*

Driver Age	Driver Condition						Total
	Normal	Had Been Drinking	Impaired Alcohol over .08	Ability Impaired Alcohol	Other	Unknown	
Under 16	263	13	4	0	127	66	**473**
16	1,638	23	14	5	323	143	**2,146**
17	7,423	60	33	11	1,207	531	**9,265**
18	8,858	101	58	26	1,291	612	**10,946**
19	8,764	194	113	36	1,244	632	**10,983**
20	8,392	189	95	30	1,110	606	**10,422**
21-24	31,878	674	421	167	3,596	2,244	**38,980**
25-34	75,911	1,059	758	351	6,772	4,999	**89,850**
35-44	84,285	926	798	339	6,980	5,339	**98,667**
45-54	60,223	513	515	233	5,084	3,570	**70,138**
55-64	32,613	244	219	78	2,944	2,003	**38,101**
65-74	15,927	105	59	38	1,938	1,004	**19,071**
75 & over	8,547	31	12	9	1,816	619	**11,034**
Unknown	3,044	124	15	21	756	21,303	**25,263**
Total	**347,766**	**4,256**	**3,114**	**1,344**	**35,188**	**43,671**	**435,339**

* Includes bicyclists, drivers of all-terrain vehicles, etc.

Table 2.7

Recorded Occurrence of Driver Condition In Drivers Killed 2002*

Recorded Occurrence	Number of Drivers	%
Normal	343	67.0
Had Been Drinking	25	4.9
Ability Impaired		
Alcohol over .08	99	19.3
Ability Impaired Alcohol	0	0.0
Ability Impaired Drugs	16	3.1
Fatigue	2	0.4
Medical/Physical Disability	9	1.8
Inattentive	1	0.2
Other	0	0.0
Unknown	17	3.3
Total	**512**	**100.0**

* Total includes drivers of all vehicle types killed in HTA reportable collisions.

* In years prior to 1996, Table 2.7 only included fatally injured drivers who were either normal or had been drinking. In order to better examine the other pre-crash factors related to deaths of all drivers, this table has now been expanded to include the driver conditions of all fatally injured drivers. These data can be recombined into the older format by recalculating the percentages using only the alcohol-involved and normal drivers' data.

Table 2.8

Apparent Driver Action by Class of Collision 2002

Apparent Driver Action	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Driving Properly	584	50,609	161,369	**212,562**
Following Too Close	5	10,475	27,577	**38,057**
Speed Too Fast	70	1,271	2,097	**3,438**
Speed Too Fast for Conditions	68	4,808	15,191	**20,067**
Speed Too Slow	2	112	277	**391**
Improper Turn	19	4,413	13,666	**18,098**
Disobey Traffic Control	78	4,793	7,075	**11,946**
Fail to Yield Right of Way	67	10,217	24,702	**34,986**
Improper Passing	18	786	3,001	**3,805**
Lost Control	214	7,979	21,273	**29,466**
Wrong Way on One Way Road	3	126	193	**322**
Improper Lane Change	11	1,918	9,998	**11,927**
Other*	114	5,930	19,113	**25,157**
Unknown	58	2,486	22,573	**25,117**
Total	**1,311**	**105,923**	**328,105**	**435,339**

* Includes actions defined as careless driving, inattentive driving, fell asleep, hit and run, driving on wrong side of road, improper parking, impaired driving, illegally parked, dangerous driving, inexperience, etc.

Table 2.9

Seat Belt Usage by Severity of Driver Injury in Fatal and Personal Injury Collisions 2002

Safety Equipment Used	Severity of Injury					Total
	Killed	Major	Minor	Minimal	Not Injured	
Seat Belt Used	262	1,541	16,399	25,446	41,607	**85,255**
Other Equipment*	13	107	625	605	305	**1,655**
Equipment Not Used	124	201	441	246	155	**1,167**
No Safety Equipment	0	8	43	41	96	**188**
Use Unknown	51	218	996	992	3,312	**5,569**
Total	**450**	**2,075**	**18,504**	**27,330**	**45,475**	**93,834**

* Other equipment includes construction and motorcycle helmets, etc., used in a motor vehicle. It also includes the use of airbags. Seat belt usage in conjunction with airbag deployment is unknown.

The tables on the next two pages include only seat belt usage in collisions in which there were personal injuries or fatalities. Property-damage-only collisions are excluded. ORSARs published prior to 1988 included seat belt usage in all collisions.

Table 2.10

Seat Belt Usage by Severity of Passenger Injury in Fatal and Personal Injury Collisions 2002

Safety Equipment Used	Severity of Injury					Total
	Killed	Major	Minor	Minimal	Not Injured	
Seat Belt Used	126	852	7,986	13,525	21,683	**44,172**
Child Safety Seat Used Incorrectly	2	3	11	23	69	**108**
Child Safety Seat Used Correctly	1	9	155	311	1,619	**2,095**
Other Equipment*	5	33	170	145	102	**455**
Equipment Not Used	53	199	510	335	245	**1,342**
No Safety Equipment	10	62	399	663	1,200	**2,334**
Use Unknown	30	107	508	623	1,457	**2,725**
Total	**227**	**1,265**	**9,739**	**15,625**	**26,375**	**53,231**

* Other equipment includes construction helmets, etc., used in a motor vehicle. It also includes the use of airbags. Seat belt usage in conjunction with airbag deployment is unknown.

Table 2.11

Restraint Use for Children (0 - 4 Years) Killed in Collisions 1998-2002

Year Used	Child Restraint Used Correctly	Child Restraint Used Incorrectly	Lap/Lap & Shoulder Belt	Restraint Not Available	Available Not Used	Use Unknown	Total
1998	2	0	6	0	0	0	8
1999	3	1	3	0	0	0	7
2000	1	0	3	0	0	1	5
2001	5	0	2	1	2	1	11
2002	1	2	4	0	0	0	7

Table 2.12

Restraint Use for Children (0 - 4 Years) Involved in Fatal and Personal Injury Collisions by Severity of Injury 2002

	Injury Level		
Restraint Used	**Major/Fatal %**	**Minimal/Minor %**	**No Injuries %**
Child Restraint Used Correctly	23.5	43.4	48.1
Child Restraint Used Incorrectly	14.7	3.2	2.2
Lap/Lap-Shoulder Belt	47.1	43.2	43.1
Not Available	2.9	5.0	3.6
Available/Not Used	5.9	1.6	0.2
Other	0.0	0.5	0.2
Unknown	5.9	3.1	2.6
Total	**100.0**	**100.0**	**100.0**

It is known from observational surveys that many child safety seats are not used correctly. This is not clear in these tables since children are often removed from the child safety seat before the police officer arrives on the scene. Both correct installation of the seats according to the manufacturer's instructions and correct use of the device in the vehicle are important for the child's protection.

Table 2.13

Pedestrian Condition by Severity of Injury 2002

Condition of Pedestrian	Killed	Injured
Normal	97	3,295
Had Been Drinking	6	246
Ability Impaired Alcohol over .08	20	9
Ability Impaired Alcohol	1	57
Ability Impaired Drugs	1	6
Fatigue	0	3
Medical or Physical Defect	2	103
Inattentive	0	697
Other	0	112
Unknown	4	462
Total	**131**	**4,990**

Table 2.14

Apparent Pedestrian Action by Severity of Injury 2002

Apparent Pedestrian Action	Killed	Injured
Crossing Intersection With Right of Way	9	1,828
Crossing Intersection Without Right of Way	23	778
Crossing Intersection No Traffic Control	22	333
Crossing Pedestrian Crossover	2	142
Crossing Marked Crosswalk Without Right of Way	3	118
Walking on Roadway With Traffic	8	129
Walking on Roadway Against Traffic	5	68
On Sidewalk or Shoulder	9	354
Playing or Working on Highway	5	63
Coming from Behind Parked Vehicle or Object	1	139
Running onto Roadway	13	438
Getting On/Off School Bus*	0	7
Getting On/Off Vehicle	4	53
Pushing/Working on Vehicle	3	16
Other	24	524
Unknown	0	0
Total	**131**	**4,990**

* Calendar Year

2b Putting the People in Context

Table 2.15

Category of Persons Killed and Injured 1988-2002

Year	Ontario Population (Est.)**	Driver		Passenger*		Pedestrian		All Others		Persons Killed In All Classes		Persons Injured In All Classes	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Number	Rate Per 100,000	Number	Rate Per 100,000
1988	9,439,600	563	63,339	350	39,157	186	6,344	138	9,318	1,237	13.1	118,158	1,251.7
1989	9,598,600	627	66,334	369	39,950	161	6,187	129	8,181	1,286	13.4	120,652	1,257.0
1990	9,743,300	540	55,073	321	33,606	154	5,839	105	7,057	1,120	11.5	101,575	1,042.5
1991	10,084,900	542	48,021	298	30,230	157	5,352	105	6,916	1,102	10.9	90,519	897.6
1992	10,098,600	548	49,259	317	30,567	140	5,177	85	6,022	1,090	10.8	91,025	901.4
1993	10,813,200	595	49,628	296	30,584	146	5,181	98	5,756	1,135	10.5	91,149	842.9
1994	10,927,800	508	49,632	273	29,570	127	5,344	91	5,484	999	9.1	90,030	823.9
1995	11,100,000	527	49,916	276	29,440	126	5,261	70	4,955	999	9.0	89,572	807.0
1996	11,320,456	459	49,614	270	28,997	144	5,336	55	4,458	928	8.2	88,405	780.9
1997	11,500,329	474	47,861	224	27,915	133	5,154	68	4,597	899	7.8	85,527	743.7
1998	11,675,497	437	47,088	222	26,422	121	4,978	74	4,704	854	7.3	83,192	712.5
1999	11,513,700	452	47,943	221	26,774	132	4,894	63	4,451	868	7.5	84,062	730.1
2000	11,695,110	437	48,068	243	27,206	112	5,190	57	4,544	849	7.3	85,009	726.9
2001	11,966,960	430	45,758	224	26,510	119	5,063	72	4,451	845	7.1	81,782	683.4
2002	12,027,900	450	47,909	227	26,742	131	4,990	65	4,551	873	7.3	84,192	700.0

* Excludes motorcycle passengers, who are included with "All Others".

** Source: Ministry of Finance

Table 2.16

Sex of Driver Population by Age Groups 2002

Sex of Driver	Age Groups							Total
	16-19	20-24	25-34	35-44	45-54	55-64	65+	
Male	245,094	360,330	817,251	1,015,450	842,391	568,219	602,475	**4,451,210**
Female	213,533	326,231	763,586	930,494	769,828	485,658	472,964	**3,962,294**
Total	**458,627**	**686,561**	**1,580,837**	**1,945,944**	**1,612,219**	**1,053,877**	**1,075,439**	**8,413,504**

Table 2.17

Driver Population by Age Groups 1988-2002

Year	Age Groups							Total
	16-19	20-24	25-34	35-44	45-54	55-64	65+	
1988	310,764	643,691	1,588,516	1,353,841	898,103	714,266	608,931	**6,118,112**
1989	323,109	631,470	1,634,187	1,409,053	931,991	720,788	639,826	**6,290,424**
1990	322,542	629,478	1,666,474	1,467,699	964,925	728,380	669,385	**6,448,883**
1991	319,584	627,931	1,673,502	1,501,765	1,018,365	736,652	696,432	**6,574,231**
1992	314,685	623,707	1,665,433	1,528,726	1,082,883	745,759	727,568	**6,688,761**
1993	326,389	621,934	1,655,573	1,566,083	1,136,365	758,840	758,244	**6,823,428**
1994	358,817	622,704	1,645,962	1,611,972	1,190,442	770,882	783,181	**6,983,960**
1995	360,847	614,094	1,621,989	1,659,749	1,240,072	782,871	806,396	**7,086,018**
1996	361,571	612,060	1,608,567	1,717,050	1,297,289	805,486	856,144	**7,258,167**
1997	394,512	624,532	1,611,708	1,789,110	1,360,555	837,606	919,584	**7,537,607**
1998	412,589	634,053	1,593,744	1,845,474	1,415,258	872,426	954,212	**7,727,756**
1999	426,643	642,808	1,576,673	1,895,323	1,475,588	907,235	994,044	**7,918,314**
2000	438,170	659,331	1,582,207	1,935,150	1,540,499	939,838	1,026,179	**8,121,374**
2001	449,853	671,424	1,580,758	1,946,713	1,577,920	990,745	1,049,203	**8,266,616**
2002	458,627	686,561	1,580,837	1,945,944	1,612,219	1,053,877	1,075,439	**8,413,504**

Table 2.18 (Continued on next page)

Driver Licence Class by Sex 2002

Licence Class	Driver Sex				Total	%
	Male	%	Female	%		
A	93,279	2.10	2,023	0.05	95,302	1.13
AB	4,522	0.10	553	0.01	5,075	0.06
ABM	2,600	0.06	141	0.00	2,741	0.03
ABM1	75	0.00	22	0.00	97	0.00
ABM2	142	0.00	18	0.00	160	0.00
AC	20,082	0.45	705	0.02	20,787	0.25
ACM	8,995	0.20	135	0.00	9,130	0.11
ACM1	464	0.01	9	0.00	473	0.01
ACM2	646	0.01	23	0.00	669	0.01
AM	29,669	0.67	202	0.01	29,871	0.36
AM1	1,736	0.04	24	0.00	1,760	0.02
AM2	2,311	0.05	48	0.00	2,359	0.03
B	16,579	0.37	16,805	0.42	33,384	0.40
BM	4,591	0.10	912	0.02	5,503	0.07
BM1	136	0.00	99	0.00	235	0.00
BM2	245	0.01	143	0.00	388	0.00
C	6,078	0.14	629	0.02	6,707	0.08
CM	1,691	0.04	59	0.00	1,750	0.02
CM1	74	0.00	7	0.00	81	0.00
CM2	119	0.00	11	0.00	130	0.00
D	219,673	4.94	17,892	0.45	237,565	2.82
DE	99	0.00	19	0.00	118	0.00
DEM	30	0.00	1	0.00	31	0.00
DEM1	2	0.00	0	0.00	2	0.00
DEM2	1	0.00	0	0.00	1	0.00
DF	2,013	0.05	119	0.00	2,132	0.03
DFM	884	0.02	20	0.00	904	0.01
DFM1	31	0.00	4	0.00	35	0.00
DFM2	58	0.00	4	0.00	62	0.00
DM	56,822	1.28	1,216	0.03	58,038	0.69

Table 2.18 continued

Driver Licence Class by Sex 2002						
Licence Class	Driver Sex				Total	%
	Male	%	Female	%		
DM1	1,920	0.04	99	0.00	2,019	0.02
DM2	2,903	0.07	145	0.00	3,048	0.04
E	1,341	0.03	2,085	0.05	3,426	0.04
EM	165	0.00	48	0.00	213	0.00
EM1	6	0.00	6	0.00	12	0.00
EM2	13	0.00	6	0.00	19	0.00
F	6,776	0.15	5,113	0.13	11,889	0.14
FM	1,450	0.03	227	0.01	1,677	0.02
FM1	115	0.00	41	0.00	156	0.00
FM2	161	0.00	61	0.00	222	0.00
G	2,994,597	67.28	3,227,099	81.45	6,221,696	73.95
G1	216,380	4.86	292,754	7.39	509,134	6.05
G1M	56	0.00	14	0.00	70	0.00
G1M1	1,482	0.03	182	0.00	1,664	0.02
G1M2	524	0.01	82	0.00	606	0.01
G2	345,679	7.77	323,289	8.16	668,968	7.95
G2M	380	0.01	53	0.00	433	0.01
G2M1	3,746	0.08	361	0.01	4,107	0.05
G2M2	3,118	0.07	312	0.01	3,430	0.04
GM	332,548	7.47	52,996	1.34	385,544	4.58
GM1	27,874	0.63	6,995	0.18	34,869	0.41
GM2	34,280	0.77	8,103	0.20	42,383	0.50
M	995	0.02	192	0.00	1,187	0.01
M1	450	0.01	75	0.00	525	0.01
M2	604	0.01	113	0.00	717	0.01
Other	0	0.00	0	0.00	0	0.00
Total	4,451,218	100.00	3,962,294	100.00	8,413,504	100.00

Table 2.19 (continued on next page)

Licensed Drivers, Total Collisions, Persons Killed and Injured 1931-2002

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
1931	666,266	9,241	571	8,494
1932	648,710	9,171	502	8,231
1933	638,710	8,634	403	7,877
1934	665,743	9,645	512	8,990
1935	707,457	10,648	560	9,839
1936	755,765	11,388	546	10,251
1937	802,765	13,906	766	12,092
1938	866,729	13,715	640	11,683
1939	899,572	13,710	652	11,638
1940	937,551	16,921	716	13,715
1941	986,773	18,167	801	14,275
1942	961,883	13,490	567	10,205
1943	919,457	11,025	549	8,628
1944	905,650	11,004	498	8,373
1945	971,852	13,458	598	9,804
1946	1,087,445	17,356	688	12,228
1947	1,144,291	22,293	734	13,056
1948	1,209,408	27,406	740	14,970
1949	1,278,584	34,472	830	17,469
1950	1,366,388	43,681	791	19,940
1951	1,461,538	54,920	949	22,557
1952	1,556,559	58,515	1,010	23,643
1953	1,656,259	65,866	1,082	24,353
1954	1,747,567	62,509	1,045	24,607
1955	1,856,845	63,219	1,111	26,246
1956	1,967,789	71,399	1,180	28,626

Table 2.19 continued

Licensed Drivers, Total Collisions, Persons Killed and Injured 1931-2002

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
1957	2,088,551	76,302	1,279	30,414
1958	2,176,417	76,884	1,112	30,106
1959	2,270,246	81,518	1,187	31,602
1960	2,355,567	87,186	1,166	34,436
1961	2,414,615	85,577	1,268	37,146
1962	2,469,425	94,231	1,383	41,766
1963	2,555,015	104,919	1,421	47,801
1964	2,694,023	111,232	1,424	54,560
1965	2,739,138	128,462	1,611	60,917
1966	2,821,648	139,781	1,596	65,210
1967	3,004,654	145,008	1,719	67,280
1968	3,128,509	155,127	1,586	71,520
1969	3,247,979	169,395	1,683	74,902
1970	3,422,892	141,609	1,535	75,126
1971	3,563,197	158,831	1,769	84,650
1972	3,688,541	189,494	1,934	95,181
1973	3,841,628	193,021	1,959	97,790
1974	3,972,980	204,271	1,748	98,673
1975	4,160,623	213,689	1,800	97,034
1976	4,315,925	211,865	1,511	83,736
1977	4,562,903	218,567	1,420	95,664
1978	4,725,546	186,363	1,450	94,979
1979	4,858,351	197,196	1,560	101,321
1980	4,993,531	196,501	1,508	101,367
1981	5,123,177	198,372	1,445	100,321
1982	5,247,198	187,943	1,138	92,815

Table 2.19 continued

Licensed Drivers, Total Collisions, Persons Killed and Injured 1931-2002

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
1983	5,380,259	181,999	1,204	91,706
1984	5,513,911	194,782	1,132	97,230
1985	5,660,422	189,750	1,191	109,169
1986	5,817,799	187,286	1,102	108,839
1987	5,978,105	203,431	1,229	121,089
1988	6,118,112	228,398	1,237	118,158
1989	6,290,424	247,038	1,286	120,652
1990	6,448,883	220,188	1,120	101,575
1991	6,574,231	213,669	1,102	90,519
1992	6,688,761	224,249	1,090	91,025
1993	6,823,428	228,834	1,135	91,149
1994*	6,983,960	226,996	999	90,030
1995	7,086,018	219,085	999	89,572
1996	7,258,167	215,024	929	88,445
1997	7,537,607	221,500	899	85,527
1998	7,727,756	213,356	854	83,192
1999	7,918,314	221,962	868	84,062
2000	8,121,374	240,630	849	85,009
2001	8,266,616	234,004	845	81,782
2002	8,413,504	244,642	873	84,192

* Graduated Licensing System (GLS) began on April 1, 1994. See Appendix for further details on GLS.

Table 2.20

Driver Age Groups - Number Licensed, Collision Involvement and Per Cent Involved in Collisions 2002

Drivers Age	Drivers Licensed			Drivers Involved in Collisions*			% of Drivers of Each Age Involved in Collisions		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
Under 16	-	-	-	167	64	**231**	-	-	-
16	47,673	40,256	**87,929**	1,318	768	**2,086**	2.8	1.9	**2.4**
17	60,220	52,716	**112,936**	5,831	3,399	**9,230**	9.7	6.4	**8.2**
18	67,076	59,127	**126,203**	6,901	4,005	**10,906**	10.3	6.8	**8.6**
19	70,125	61,434	**131,559**	7,282	3,660	**10,942**	10.4	6.0	**8.3**
20	72,127	63,543	**135,670**	6,832	3,548	**10,380**	9.5	5.6	**7.7**
21-24	288,203	262,688	**550,891**	25,017	13,810	**38,827**	8.7	5.3	**7.0**
25-34	817,251	763,586	**1,580,837**	58,135	31,296	**89,431**	7.1	4.1	**5.7**
35-44	1,015,450	930,494	**1,945,944**	63,410	34,692	**98,102**	6.2	3.7	**5.0**
45-54	842,391	769,828	**1,612,219**	45,703	23,994	**69,697**	5.4	3.1	**4.3**
55-64	568,219	485,658	**1,053,877**	26,046	11,834	**37,880**	4.6	2.4	**3.6**
65-74	373,885	291,644	**665,529**	13,257	5,748	**19,005**	3.5	2.0	**2.9**
75 & over	228,590	181,320	**409,910**	7,112	3,890	**11,002**	3.1	2.1	**2.7**
Unknown	-	-	-	39,502	0	**39,502**	-	-	-
Total	**4,451,210**	**3,962,294**	**8,413,504**	**306,513**	**140,708**	**447,221**	**6.9**	**3.6**	**5.3**

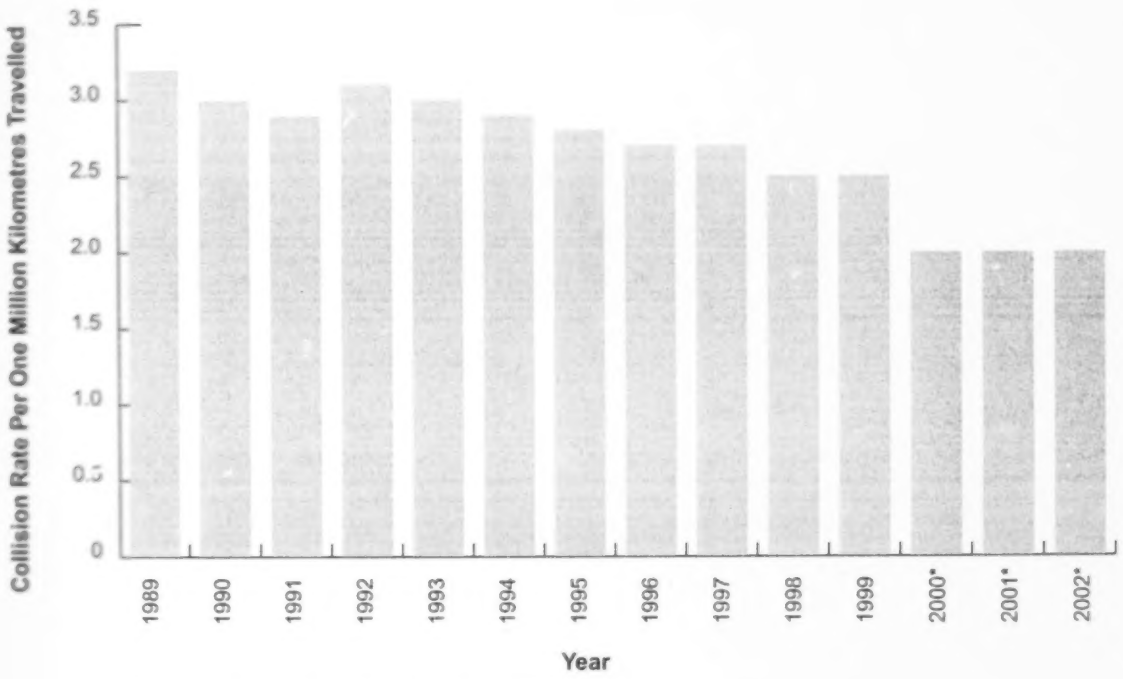
* This table includes collisions with parked vehicles and excludes drivers of some non-motor vehicles, i. e. bicyclists, snow vehicle operators, etc.

3 The Collision

Key statistics in this section include number of collisions by class, collision rate per kilometres travelled, breakdown of collisions by month, day of week and hour of occurrence, the nature of the impact, as well as a description of environmental conditions at time of occurrence.

While the number of collisions increased in 2002, the collision rate per one million kilometres travelled in Ontario was the lowest since 1988.

Figure 3: **Collision Rate Per One Million Kilometres Travelled in Ontario, 1989 to 2002**



*Based on Statistics Canada estimates of Vehicle Kilometres travelled

3a Types of Collisions

Table 3.1

Class of Collision 1988-2002

Year	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
1988	1,076	76,724	150,598	**228,398**
1989	1,106	77,852	168,080	**247,038**
1990	959	65,912	153,317	**220,188**
1991	956	59,242	153,471	**213,669**
1992	942	58,889	164,418	**224,249**
1993	987	58,932	168,915	**228,834**
1994	875	58,525	167,596	**226,996**
1995	860	58,273	159,952	**219,085**
1996	816	57,791	156,417	**215,024**
1997	807	56,121	164,572	**221,500**
1998	768	55,441	157,147	**213,356**
1999	763	55,764	165,435	**221,962**
2000	737	57,279	182,614	**240,630**
2001	733	54,479	178,792	**234,004**
2002	770	56,516	187,356	**244,642**

Table 3.2

Collision Rate Per One Million Kilometres Travelled 1988-2002

Year	Collision Rate
1988	3.2
1989	3.2
1990	3.0
1991	2.9
1992	3.1
1993	3.0
1994	2.9
1995	2.8
1996	2.7
1997	2.7
1998	2.5
1999	2.5
2000	2.0*
2001	2.0*
2002	2.0*

*Based on Statistics Canada estimates of Vehicle Kilometres Travelled

Table 3.3

Motor Vehicles Involved in Collisions Based on Initial Impact 2002*

Motor Vehicle in Collision Involving Moveable Objects:	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Other Motor Vehicles	779	84,772	273,061	**358,612**
Unattended Vehicles	10	632	14,522	**15,164**
Pedestrian	118	4,521	232	**4,871**
Cyclist	19	2,654	481	**3,154**
Railway Train	9	21	31	**61**
Street Car	0	40	220	**260**
Farm Tractor	1	33	87	**121**
Domestic Animal	0	75	559	**634**
Wild Animal	8	534	12,255	**12,797**
Other Moveable Objects	0	82	335	**417**
Sub-total	**944**	**93,364**	**301,783**	**396,091**

* Table 3.3 reflects the number of motor vehicles involved in collisions by initial impact.

Table 3.3 continued

Motor Vehicles Involved in Collisions Based on Initial Impact 2002*

Motor Vehicle in Collision Involving Moveable Objects:	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Fixed Objects:				
Cable Guide Rail	3	49	406	**458**
Concrete Guide Rail	3	311	901	**1,215**
Steel Guide Rail	2	207	851	**1,060**
Pole (Utility Tower)	8	388	1,443	**1,839**
Pole (Sign/Parking Meter)	8	117	831	**956**
Fence/Noise Barrier	1	28	228	**257**
Culvert	0	20	24	**44**
Bridge Support	4	24	115	**143**
Rock Face	0	21	44	**65**
Snow Bank or Drift	0	34	165	**199**
Ditch	6	311	874	**1,191**
Curb	11	514	1,791	**2,316**
Crash Cushion	0	18	37	**55**
Building or Wall	1	24	167	**192**
Water Course	0	0	6	**6**
Construction Marker	0	5	37	**42**
Tree, Shrub, or Stump	5	116	504	**625**
Other Fixed Object	6	273	1,523	**1,802**
Sub-total	**58**	**2,460**	**9,947**	**12,465**

* Table 3.3 reflects the number of motor vehicles involved in collisions by initial impact.

Table 3.3 continued

Motor Vehicles Involved in Collisions Based on Initial Impact 2002*

Motor Vehicle in Collision Involving Moveable Objects:	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Other Events:				
Ran Off Road	131	3,902	8,562	**12,595**
Skidding/Sliding	143	5,537	17,350	**23,030**
Jack-knifing	1	22	112	**135**
Load Spill	1	9	103	**113**
Fire/Explosion	0	7	238	**245**
Submersion	0	1	8	**9**
Rollover	6	258	333	**597**
Debris on Road	8	119	939	**1,066**
Debris off Vehicle	7	93	1,094	**1,194**
Other Non-Collision Event	29	1,232	3,422	**4,683**
Sub-total	**326**	**11,180**	**32,161**	**43,667**
Total	**1,328**	**107,004**	**343,891**	**452,223**

* Table 3.3 reflects the number of motor vehicles involved in collisions by initial impact.

Table 3.4

Initial Impact Type by Class of Collision 2002

Initial Impact Type	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Approaching	152	1,598	2,534	4,284
Angle	97	7,659	17,430	25,186
Rear End	32	16,591	48,095	64,718
Sideswipe	45	4,167	25,662	29,874
Turning Movement	52	9,253	29,264	38,569
With Unattended Motor Vehicle	11	670	14,734	15,415
Single Motor Vehicle	380	16,367	47,663	64,410
Other	1	211	1,974	2,186
Unknown	0	0	0	0
Total	770	56,516	187,356	244,642

3b Time and Environment

Table 3.5

Month of Occurrence by Class of Collision 2002

Month of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
January	46	6.0	4,222	7.5	16,738	8.9	21,006	8.6
February	56	7.3	4,084	7.2	14,998	8.0	19,138	7.8
March	52	6.8	4,384	7.8	15,760	8.4	20,196	8.3
April	53	6.9	3,890	6.9	12,593	6.7	16,536	6.8
May	58	7.5	4,488	7.9	13,831	7.4	18,377	7.5
June	60	7.8	4,931	8.7	14,737	7.9	19,728	8.1
July	73	9.5	5,066	9.0	14,336	7.7	19,475	8.0
August	70	9.1	5,166	9.1	13,731	7.3	18,967	7.8
September	73	9.5	5,015	8.9	14,133	7.5	19,221	7.9
October	70	9.1	5,028	8.9	16,056	8.6	21,154	8.6
November	85	11.0	5,225	9.2	20,512	10.9	25,822	10.6
December	74	9.6	5,017	8.9	19,931	10.6	25,022	10.2
Total	**770**	**100.0**	**56,516**	**100.0**	**187,356**	**100.0**	**244,642**	**100.0**

Table 3.6

Day of Week by Class of Collision 2002

Day of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Monday	90	11.7	7,831	13.9	27,240	14.5	**35,161**	**14.4**
Tuesday	85	11.0	8,548	15.1	28,068	15.0	**36,701**	**15.0**
Wednesday	93	12.1	8,256	14.6	27,567	14.7	**35,916**	**14.7**
Thursday	99	12.9	8,253	14.6	27,759	14.8	**36,111**	**14.8**
Friday	152	19.7	9,472	16.8	32,006	17.1	**41,630**	**17.0**
Saturday	135	17.5	7,808	13.8	24,743	13.2	**32,686**	**13.4**
Sunday	116	15.1	6,348	11.2	19,973	10.7	**26,437**	**10.8**
Total	**770**	**100.0**	**56,516**	**100.0**	**187,356**	**100.0**	**244,642**	**100.0**

Table 3.7

Hour of Occurrence by Class of Collision 2002

Hour of Occurrence A.M.	Class of Collision							
	Fatal	%	Personal Injury	%	Property Damage	%	Total	%
12 to 1 a.m.	25	3.2	812	1.4	2,894	1.5	3,731	1.5
1 to 2 a.m.	26	3.4	727	1.3	2,887	1.5	3,640	1.5
2 to 3 a.m.	24	3.1	848	1.5	2,837	1.5	3,709	1.5
3 to 4 a.m.	18	2.3	645	1.1	2,295	1.2	2,958	1.2
4 to 5 a.m.	9	1.2	433	0.8	1,759	0.9	2,201	0.9
5 to 6 a.m.	18	2.3	526	0.9	2,354	1.3	2,898	1.2
Sub-total	**120**	**15.6**	**3,991**	**7.1**	**15,026**	**8.0**	**19,137**	**7.8**
6 to 7 a.m.	27	3.5	1,409	2.5	4,698	2.5	6,134	2.5
7 to 8 a.m.	37	4.8	2,205	3.9	7,620	4.1	9,862	4.0
8 to 9 a.m.	28	3.6	3,265	5.8	11,598	6.2	14,891	6.1
9 to 10 a.m.	21	2.7	2,538	4.5	8,919	4.8	11,478	4.7
10 to 11 a.m.	27	3.5	2,542	4.5	8,641	4.6	11,210	4.6
11 to 12 noon	48	6.2	3,026	5.4	9,950	5.3	13,024	5.3
Sub-total	**188**	**24.4**	**14,985**	**26.5**	**51,426**	**27.4**	**66,599**	**27.2**
Hour of Occurrence P.M.								
12 to 1 p.m.	27	3.5	3,342	5.9	10,817	5.8	14,186	5.8
1 to 2 p.m.	29	3.8	3,386	6.0	10,439	5.6	13,854	5.7
2 to 3 p.m.	45	5.8	3,565	6.3	11,059	5.9	14,669	6.0
3 to 4 p.m.	47	6.1	4,466	7.9	13,731	7.3	18,244	7.5
4 to 5 p.m.	50	6.5	4,566	8.1	14,141	7.5	18,757	7.7
5 to 6 p.m.	40	5.2	4,600	8.1	14,803	7.9	19,443	7.9
Sub-total	**238**	**30.9**	**23,925**	**42.3**	**74,990**	**40.0**	**99,153**	**40.5**
6 to 7 p.m.	35	4.5	3,743	6.6	12,169	6.5	15,947	6.5
7 to 8 p.m.	44	5.7	2,748	4.9	8,899	4.7	11,691	4.8
8 to 9 p.m.	29	3.8	2,029	3.6	6,650	3.5	8,708	3.6
9 to 10 p.m.	43	5.6	1,909	3.4	6,438	3.4	8,390	3.4
10 to 11 p.m.	42	5.5	1,625	2.9	5,429	2.9	7,096	2.9
11 to 12 midnight	21	2.7	1,293	2.3	4,409	2.4	5,723	2.3
Sub-total	**214**	**27.8**	**13,347**	**23.6**	**43,994**	**23.5**	**57,555**	**23.5**
Unknown	10	1.3	268	0.5	1,920	1.0	2,198	0.9
Total	**770**	**100.0**	**56,516**	**100.0**	**187,356**	**100.0**	**244,642**	**100.0**

Table 3.8

Statutory Holidays, Holiday Weekends - Fatal Collisions, Persons Killed and Injured 2002

Statutory Holiday*	Number of Fatal Collisions	Drivers		Passengers		Others		Total	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Easter Weekend	6	3	1	2	1	1	0	6	2
Victoria Day	8	5	7	5	4	0	0	10	11
Canada Day	11	6	7	7	13	1	0	14	20
Civic Holiday (Simcoe Day)	9	4	4	3	7	3	1	10	12
Labour Day	11	8	8	2	6	1	0	11	14
Thanksgiving Day	8	3	1	5	4	2	1	10	6
Christmas/Boxing Day	4	4	2	1	5	0	0	5	7

* Actual length may vary depending on the calendar year. For certain holidays, it might include the whole weekend.

Table 3.9

Light Condition by Class of Collision 2002

Light Condition	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Daylight	410	53.2	39,941	70.7	125,917	67.2	166,268	68.0
Dawn	15	1.9	817	1.4	3,593	1.9	4,425	1.8
Dusk	20	2.6	1,805	3.2	6,448	3.4	8,273	3.4
Darkness	325	42.2	13,937	24.7	51,043	27.2	65,305	26.7
Other	0	0.0	16	0.0	355	0.2	371	0.2
Total	770	100.0	56,516	100.0	187,356	100.0	244,642	100.0

Table 3.10

Visibility by Class of Collision 2002

Visibility	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Clear	612	79.5	44,944	79.5	141,753	75.7	187,309	76.6
Rain	49	6.4	5,776	10.2	19,519	10.4	25,344	10.4
Snow	77	10.0	4,286	7.6	19,688	10.5	24,051	9.8
Freezing Rain	8	1.0	468	0.8	1,912	1.0	2,388	1.0
Drifting Snow	7	0.9	396	0.7	1,513	0.8	1,916	0.8
Strong Wind	2	0.3	175	0.3	717	0.4	894	0.4
Fog, Mist, Smoke, or Dust	12	1.6	341	0.6	1,453	0.8	1,806	0.7
Other	3	0.4	130	0.2	801	0.4	934	0.4
Total	770	100.0	56,516	100.0	187,356	100.0	244,642	100.0

3c The Collision Location

Table 3.11

Road Jurisdiction by Class of Collision 2002

Road Jurisdiction	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Municipal (Excl.Twp. Rd.)	263	35,574	113,696	**149,533**
Provincial Highway	220	8,572	30,787	**39,579**
Township	57	2,080	7,465	**9,602**
County or District	119	3,086	10,568	**13,773**
Regional Municipality	106	7,090	24,432	**31,628**
Federal	5	93	327	**425**
Other	0	21	81	**102**
Total	**770**	**56,516**	**187,356**	**244,642**

Table 3.12

Road Jurisdiction for All Collisions 1993-2002

Road Jurisdiction*	Year 1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	Total
Municipal	119,421	117,478	114,848	112,980	123,423	123,112	126,063	136,499	143,951	149,533	**1,267,308**
Provincial	48,275	48,895	46,365	46,867	41,947	33,590	37,139	38,366	36,511	39,579	**417,534**
Township	10,667	10,497	9,774	9,236	9,557	8,696	8,672	9,844	8,678	9,602	**95,223**
County or District	9,076	8,839	8,815	8,381	9,574	11,114	11,217	12,847	12,692	13,773	**106,328**
Regional Municipality	40,230	40,165	38,279	36,738	36,341	36,295	38,360	42,464	31,659	31,628	**372,159**
Federal**	863	825	753	662	504	392	400	439	354	425	**5,617**
Other	302	297	251	160	154	157	111	171	159	102	**1,864**
Total	**228,834**	**226,996**	**219,085**	**215,024**	**221,500**	**213,356**	**221,962**	**240,630**	**234,004**	**244,642**	**2,266,033**

* Collisions may not be comaparable across the different years due to transfer of highways between jurisdictions.

** Since January 1, 1988 the Motor Vehicle Accident Report form allows the recording of jurisdiction for federal roads.

Table 3.13

Collision Location by Class of Collision 2002

Road Location	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Non-intersection	473	61.4	21,024	37.2	80,859	43.2	**102,356**	**41.8**
Intersection Related	96	12.5	14,509	25.7	46,013	24.6	**60,618**	**24.8**
At Intersection	123	16.0	14,726	26.1	33,267	17.8	**48,116**	**19.7**
At/Near Private Drive	55	7.1	5,674	10.0	24,869	13.3	**30,598**	**12.5**
At Railway	10	1.3	102	0.2	340	0.2	**452**	**0.2**
Underpass or Tunnel	5	0.6	69	0.1	288	0.2	**362**	**0.1**
Overpass or Bridge	8	1.0	336	0.6	1,248	0.7	**1,592**	**0.7**
Other	0	0.0	76	0.1	472	0.3	**548**	**0.2**
Total	**770**	**100.0**	**56,516**	**100.0**	**187,356**	**100.0**	**244,642**	**100.0**

Table 3.14

Road Surface Condition by Class of Collision 2002

Road Surface Condition	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Dry	531	69.0	39,513	69.9	121,496	64.8	161,540	66.0
Wet	129	16.8	10,464	18.5	35,795	19.1	46,388	19.0
Loose Snow	35	4.5	1,908	3.4	9,067	4.8	11,010	4.5
Slush	30	3.9	1,225	2.2	5,193	2.8	6,448	2.6
Packed Snow	13	1.7	971	1.7	5,279	2.8	6,263	2.6
Ice	26	3.4	1,999	3.5	8,825	4.7	10,850	4.4
Mud	1	0.1	5	0.0	119	0.1	125	0.1
Loose Sand or Gravel	4	0.5	267	0.5	831	0.4	1,102	0.5
Spilled Liquid	0	0.0	27	0.0	46	0.0	73	0.0
Other	1	0.1	137	0.2	705	0.4	843	0.3
Total	**770**	**100.0**	**56,516**	**100.0**	**187,356**	**100.0**	**244,642**	**100.0**

4 Place of Collision

This section lists the number and class of collisions, and the number of persons killed and injured by place of collision in Ontario. The number of collisions and injuries are highlighted against motor vehicle registrations in each jurisdiction.

Please note that, as a result of changes in municipal composition, the statistics found in Table 4.1 are not necessarily comparable from year to year. To obtain fatality or injury rates per capita, the population figures by municipality may be obtained through Statistics Canada's website at: www.statcan.ca

4a Place of Collision in Ontario

Table 4.1 (continued on next page)

Location	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
ONTARIO	**244,642**	**770**	**56,516**	**187,356**	**873**	**84,192**	**7,671,216**
BLIND RIVER T	30	0	5	25	0	8	
ELLIOT LAKE C	70	0	10	60	0	18	
MICHIPICOTEN TP	7	0	1	6	0	1	
SAULT STE. MARIE C	1631	1	395	1235	1	577	
PROVINCIAL HIGHWAY	670	7	153	510	9	232	
OTHER AREAS	359	2	71	286	2	112	
ALGOMA	**2,767**	**10**	**635**	**2,122**	**12**	**948**	**105,819**
BRANTFORD C	1624	3	330	1291	3	454	
PROVINCIAL HIGHWAY	226	2	54	170	2	77	
OTHER AREAS	602	4	125	473	4	178	
BRANT	**2,452**	**9**	**509**	**1,934**	**9**	**709**	**82,987**
KINCARDINE M	139	0	24	115	0	31	
PROVINCIAL HIGHWAY	249	4	56	189	6	99	
OTHER AREAS	854	6	179	669	6	279	
BRUCE	**1,242**	**10**	**259**	**973**	**12**	**409**	**59,504**
COCHRANE T	85	0	14	71	0	16	
HEARST T	76	0	14	62	0	19	
KAPUSKASING T	80	0	13	67	0	20	
SMOOTH ROCK FALLS T	8	0	0	8	0	0	
TIMMINS C	718	1	172	545	1	238	
PROVINCIAL HIGHWAY	393	7	95	291	10	149	
OTHER AREAS	302	2	61	239	2	87	
COCHRANE	**1,662**	**10**	**369**	**1,283**	**13**	**529**	**81,167**
AMARANTH TP	105	0	21	84	0	33	
MELANCTHON TP	79	1	13	65	1	21	
MONO T	137	4	28	105	5	48	
MULMUR TP	92	0	18	74	0	25	
ORANGEVILLE T	303	0	44	259	0	61	
SHELBURNE TM	59	0	12	47	0	18	
PROVINCIAL HIGHWAY	213	1	50	162	1	91	
OTHER AREAS	430	3	90	337	3	129	

Table 4.1 continued

Location	Total Collisions	Class of Collision: Fatal	Personal Injury	Property Damage	Persons: Killed	Injured	Motor Vehicle Registrations*
DUFFERIN	**1,418**	**9**	**276**	**1,133**	**10**	**426**	**39,234**
AJAX T	796	1	178	617	1	261	
BROCK TP	125	0	32	93	0	40	
OSHAWA C	2183	3	510	1670	3	757	
PICKERING C	1045	0	218	827	0	312	
SCUGOG TP	290	2	72	216	2	111	
UXBRIDGE TP	325	1	89	235	1	128	
WHITBY T	1236	3	257	976	3	385	
PROVINCIAL HIGHWAY	1558	9	344	1205	11	565	
OTHER AREAS	764	3	189	572	3	270	
DURHAM	**8,322**	**22**	**1,889**	**6,411**	**24**	**2,829**	**352,032**
AYLMER T	74	0	11	63	0	13	
BAYHAM M	71	0	15	56	0	28	
MALAHIDE TP	133	1	31	101	3	42	
ST. THOMAS C	338	0	83	255	0	110	
PROVINCIAL HIGHWAY	165	3	42	120	3	75	
OTHER AREAS	443	2	81	360	2	115	
ELGIN	**1,224**	**6**	**263**	**955**	**8**	**383**	**65,436**
AMHERSTBURG T	227	2	52	173	2	74	
ESSEX T	325	1	63	261	1	84	
KINGSVILLE T	39	0	13	26	0	15	
LEAMINGTON M	408	1	69	338	1	101	
TECUMSEH T	371	1	94	276	1	133	
WINDSOR C	5502	7	1031	4464	8	1448	
PROVINCIAL HIGHWAY	264	5	75	184	9	140	
OTHER AREAS	840	7	205	628	9	305	
ESSEX	**7,976**	**24**	**1,602**	**6,350**	**31**	**2,300**	**255,804**
KINGSTON C	1704	2	356	1346	2	540	
PROVINCIAL HIGHWAY	308	2	66	240	2	113	
OTHER AREAS	448	2	103	343	2	156	

Table 4.1 continued

Location	Total Collisions	Class of Collision: Fatal	Class of Collision: Personal Injury	Class of Collision: Property Damage	Persons: Killed	Persons: Injured	Motor Vehicle Registrations*
FRONTENAC	**2,460**	**6**	**525**	**1,929**	**6**	**809**	**98,327**
CHATSWORTH TP	83	0	21	62	0	29	
HANOVER T	102	0	17	85	0	22	
OWEN SOUND C	329	1	77	251	1	115	
SOUTHGATE TP	76	0	14	62	0	25	
WEST GREY TP	375	2	92	281	2	138	
PROVINCIAL HIGHWAY	346	2	87	257	2	155	
OTHER AREAS	744	11	156	577	13	264	
GREY	**2,055**	**16**	**464**	**1,575**	**18**	**748**	**67,518**
PROVINCIAL HIGHWAY	209	4	54	151	4	86	
OTHER AREAS	1610	8	368	1234	8	561	
HALDIMAND-NORFOLK	**1,819**	**12**	**422**	**1,385**	**12**	**647**	**87,940**
MINDEN HILLS TP	27	0	3	24	0	3	
DYSART ET AL TP	95	1	16	78	1	19	
PROVINCIAL HIGHWAY	197	4	40	153	4	72	
OTHER AREAS	268	1	51	216	1	69	
HALIBURTON	**587**	**6**	**110**	**471**	**6**	**163**	**17,898**
BURLINGTON C	2158	5	435	1718	6	623	
HALTON HILLS T	544	1	105	438	1	149	
MILTON T	770	1	192	577	1	293	
OAKVILLE T	2023	3	385	1635	3	521	
PROVINCIAL HIGHWAY	2061	1	336	1724	1	530	
OTHER AREAS	80	0	14	66	0	21	
HALTON	**7,636**	**11**	**1,467**	**6,158**	**12**	**2,137**	**274,518**
HAMILTON C	5184	12	2169	3003	12	3160	
PROVINCIAL HIGHWAY	849	3	229	617	3	374	
OTHER AREAS	347	1	148	198	1	233	

Table 4.1 continued

Location	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
HAMILTON-WENTWORTH	**6,380**	**16**	**2,546**	**3,818**	**16**	**3,767**	**287,579**
BANCROFT T	84	0	17	67	0	24	
BELLEVILLE C	995	1	185	809	1	282	
DESERONTO T	8	0	1	7	0	2	
MARMORA AND LAKE M	47	0	10	37	0	13	
TYENDINAGA TP	71	1	22	48	1	34	
PROVINCIAL HIGHWAY	659	7	144	508	11	263	
OTHER AREAS	978	4	210	764	4	319	
HASTINGS	**2,842**	**13**	**589**	**2,240**	**17**	**937**	**106,001**
ASHFIELD-COLBORNE-WAWANOSH TP	60	1	14	45	1	25	
CENTRAL HURON M	29	0	7	22	0	8	
HOWICK TP	58	1	12	45	1	21	
HURON EAST M	42	0	10	32	0	12	
MORRIS-TURNBERRY M	92	0	22	70	0	36	
NORTH HURON TP	20	0	2	18	0	2	
SOUTH HURON M	14	0	2	12	0	2	
PROVINCIAL HIGHWAY	175	3	31	141	3	69	
OTHER AREAS	714	7	163	544	7	262	
HURON	**1,204**	**12**	**263**	**929**	**12**	**437**	**47,219**
DRYDEN C	135	0	10	125	0	15	
IGNACE TP	4	0	0	4	0	0	
KENORA C	315	0	34	281	0	45	
RED LAKE M	12	0	2	10	0	3	
SIOUX LOOKOUT T	55	0	9	46	0	14	
PROVINCIAL HIGHWAY	872	14	147	711	18	228	
OTHER AREAS	176	3	40	133	3	70	
KENORA	**1,569**	**17**	**242**	**1,310**	**21**	**375**	**50,365**
PROVINCIAL HIGHWAY	163	2	56	105	2	95	
OTHER AREAS	1520	9	401	1110	9	574	

Table 4.1 continued

Location	Total Collisions	Class of Collision: Fatal	Class of Collision: Personal Injury	Class of Collision: Property Damage	Persons: Killed	Persons: Injured	Motor Vehicle Registrations*
CHATHAM-KENT	**1,683**	**11**	**457**	**1,215**	**11**	**669**	**86,294**
BROOKE-ALVINSTON M	40	0	5	35	0	5	
ENNISKILLEN TP	64	1	12	51	1	16	
PETROLIA T	42	0	5	37	0	6	
PLYMPTON-WYOMING T	90	0	21	69	0	32	
POINT EDWARD V	36	1	7	28	1	8	
SARNIA C	931	0	206	725	0	309	
ST. CLAIR TP	3	0	0	3	0	0	
WARWICK TP	69	2	15	52	3	25	
PROVINCIAL HIGHWAY	228	3	44	181	3	73	
OTHER AREAS	386	6	88	292	6	128	
LAMBTON	**1,889**	**13**	**403**	**1,473**	**14**	**602**	**95,086**
CARLETON PLACE T	102	0	12	90	0	16	
MONTAGUE TP	249	0	48	201	0	66	
PERTH T	174	1	24	149	1	33	
SMITHS FALLS ST	83	2	16	65	2	24	
PROVINCIAL HIGHWAY	211	3	33	175	4	57	
OTHER AREAS	810	4	104	702	5	155	
LANARK	**1,629**	**10**	**237**	**1,382**	**12**	**351**	**51,537**
AUGUSTA TP	114	3	22	89	4	36	
BROCKVILLE C	390	0	70	320	0	109	
EDWARDSBURGH/CARDINAL TP	83	0	24	59	0	34	
ELIZABETHTOWN-KITLEY TP	106	0	28	78	0	35	
FRONT OF YONGE TP	21	0	9	12	0	12	
PRESCOTT ST	95	0	25	70	0	31	
PROVINCIAL HIGHWAY	600	7	136	457	8	233	
OTHER AREAS	863	4	176	683	5	282	
LEEDS & GRENVILLE	**2,272**	**14**	**490**	**1,768**	**17**	**772**	**78,586**
PROVINCIAL HIGHWAY	278	1	58	219	1	101	
OTHER AREAS	555	4	106	445	5	158	

Table 4.1 continued

Location	Total Collisions	Class of Collision: Fatal	Class of Collision: Personal Injury	Class of Collision: Property Damage	Persons: Killed	Persons: Injured	Motor Vehicle Registrations*
LENNOX & ADDINGTON	**833**	**5**	**164**	**664**	**6**	**259**	**26,717**
PROVINCIAL HIGHWAY	214	0	29	185	0	39	
OTHER AREAS	149	1	27	121	1	41	
MANITOULIN	**363**	**1**	**56**	**306**	**1**	**80**	**13,045**
ADELAIDE-METCALFE TP	47	0	10	37	0	13	
LUCAN BIDDULPH TP	44	0	11	33	0	16	
LONDON C	7720	12	2128	5580	13	3135	
SOUTHWEST MIDDLESEX M	29	0	6	23	0	11	
STRATHROY-CARADOC TP	230	2	59	169	2	90	
PROVINCIAL HIGHWAY	371	4	95	272	5	150	
OTHER AREAS	806	14	201	591	15	338	
MIDDLESEX	**9,247**	**32**	**2,510**	**6,705**	**35**	**3,753**	**261,308**
BRACEBRIDGE T	263	0	42	221	0	56	
GRAVENHURST T	166	0	36	130	0	47	
HUNTSVILLE T	320	0	38	282	0	49	
LAKE OF BAYS TP	33	0	5	28	0	5	
MUSKOKA LAKES TP	148	2	29	117	2	45	
PROVINCIAL HIGHWAY	625	7	123	495	8	198	
OTHER AREAS	117	0	22	95	0	31	
MUSKOKA	**1,672**	**9**	**295**	**1,368**	**10**	**431**	**57,783**
FORT ERIE T	389	3	74	312	3	118	
GRIMSBY T	192	3	34	155	3	42	
LINCOLN T	248	0	63	185	0	93	
NIAGARA-ON-THE-LAKE T	217	1	47	167	3	90	
NIAGARA FALLS C	1782	6	334	1442	6	501	
PELHAM T	171	0	43	128	0	60	
PORT COLBORNE C	197	2	39	156	2	51	
ST CATHARINES C	2125	3	409	1713	3	569	
THOROLD C	274	2	45	227	2	69	
WAINFLEET TP	63	2	10	51	2	12	
WELLAND C	755	4	157	594	7	210	
WEST LINCOLN TP	142	4	37	101	4	55	
PROVINCIAL HIGHWAY	1149	5	324	820	7	512	
OTHER AREAS	367	2	94	271	2	142	

Table 4.1 continued

Location	Total Collisions	Class of Collision: Fatal	Class of Collision: Personal Injury	Class of Collision: Property Damage	Persons: Killed	Persons: Injured	Motor Vehicle Registrations*
NIAGARA	**8,071**	**39**	**1,710**	**6,322**	**44**	**2,524**	**293,441**
EAST FERRIS TP	27	0	6	21	0	7	
MATTAWA T	14	1	1	12	1	1	
NORTH BAY C	616	0	132	484	0	170	
PROVINCIAL HIGHWAY	691	5	183	503	7	278	
OTHER AREAS	250	0	43	207	0	60	
NIPISSING	**1,598**	**6**	**365**	**1,227**	**8**	**516**	**71,673**
BRIGHTON M	97	2	21	74	2	33	
COBOURG T	270	1	60	209	1	91	
CRAMAHE TP	71	0	11	60	0	13	
ALNWICK-HALDIMAND TP	73	3	21	49	3	35	
PORT HOPE M	184	1	43	140	1	63	
PROVINCIAL HIGHWAY	451	4	106	341	4	177	
OTHER AREAS	432	4	98	330	5	152	
NORTHUMBERLAND	**1,578**	**15**	**360**	**1,203**	**16**	**564**	**64,127**
OTTAWA	12353	20	2831	9502	21	3887	
PROVINCIAL HIGHWAY	1306	7	244	1055	7	377	
OTHER AREAS	208	0	40	168	0	58	
OTTAWA	**13,867**	**27**	**3,115**	**10,725**	**28**	**4,322**	**456,326**
INGERSOLL T	98	1	22	75	1	33	
TILLSONBURG T	234	0	44	190	0	69	
WOODSTOCK C	560	3	123	434	3	194	
ZORRA TP	203	3	51	149	3	86	
PROVINCIAL HIGHWAY	341	1	86	254	3	140	
OTHER AREAS	524	5	145	374	6	222	
OXFORD	**1,960**	**13**	**471**	**1,476**	**16**	**744**	**78,368**
MCDOUGALL TP	20	0	6	14	0	6	
PERRY TP	17	0	3	14	0	3	
PROVINCIAL HIGHWAY	779	10	184	585	12	311	
OTHER AREAS	333	2	66	265	2	88	

Table 4.1 continued

Location	Total Collisions	Class of Collision: Fatal	Class of Collision: Personal Injury	Class of Collision: Property Damage	Persons: Killed	Persons: Injured	Motor Vehicle Registrations*
PARRY SOUND	**1,149**	**12**	**259**	**878**	**14**	**408**	**47,478**
BRAMPTON C	5789	7	971	4811	9	1454	
CALEDON T	1095	5	243	847	6	395	
MISSISSAUGA C	9333	18	1275	8040	19	1852	
PROVINCIAL HIGHWAY	3290	8	510	2772	9	793	
OTHER AREAS	355	0	11	344	0	14	
PEEL	**19,862**	**38**	**3,010**	**16,814**	**43**	**4,508**	**651,299**
ST. MARYS ST	71	0	11	60	0	19	
STRATFORD C	495	0	130	365	0	190	
PROVINCIAL HIGHWAY	201	3	58	140	4	119	
OTHER AREAS	661	6	157	498	8	234	
PERTH	**1,428**	**9**	**356**	**1,063**	**12**	**562**	**55,355**
SMITH-ENNISMORE-LAKEFIELD TP	102	1	28	73	2	42	
PETERBOROUGH C	685	1	377	307	1	537	
PROVINCIAL HIGHWAY	404	2	99	303	3	149	
OTHER AREAS	829	11	169	649	11	264	
PETERBOROUGH	**2,020**	**15**	**673**	**1,332**	**17**	**992**	**97,546**
CASSELMAN V	33	0	9	24	0	12	
EAST HAWKESBURY TP	32	0	8	24	0	10	
HAWKESBURY T	165	0	29	136	0	42	
RUSSELL TP	171	0	45	126	0	62	
PROVINCIAL HIGHWAY	194	3	46	145	3	88	
OTHER AREAS	673	8	168	497	9	243	
PRESCOTT & RUSSELL	**1,268**	**11**	**305**	**952**	**12**	**457**	**73,137**
PROVINCIAL HIGHWAY	59	1	12	46	1	23	
OTHER AREAS	487	2	107	378	3	153	
PRINCE EDWARD	**546**	**3**	**119**	**424**	**4**	**176**	**21,217**
ATIKOKAN TP	12	0	3	9	0	4	
FORT FRANCES T	129	0	20	109	0	26	
PROVINCIAL HIGHWAY	307	1	49	257	1	69	
OTHER AREAS	84	1	15	68	1	25	

Table 4.1 continued

Location	Total Collisions	Class of Collision: Fatal	Class of Collision: Personal Injury	Class of Collision: Property Damage	Persons: Killed	Persons: Injured	Motor Vehicle Registrations*
RAINY RIVER	**532**	**2**	**87**	**443**	**2**	**124**	**21,855**
ARNPRIOR T	75	0	10	65	0	17	
DEEP RIVER T	30	0	8	22	0	11	
HORTON TP	41	2	8	31	2	17	
LAURENTIAN VALLEY TP	95	0	29	66	0	42	
PEMBROKE C	204	0	50	154	0	75	
PETAWAWA T	109	0	25	84	0	41	
RENFREW T	111	0	15	96	0	18	
WHITEWATER REGION TP	24	0	6	18	0	7	
PROVINCIAL HIGHWAY	512	6	131	375	7	237	
OTHER AREAS	547	1	107	439	1	154	
RENFREW	**1,748**	**9**	**389**	**1,350**	**10**	**619**	**63,796**
BARRIE C	2295	4	460	1831	4	668	
COLLINGWOOD T	255	1	56	198	1	70	
ESSA TP	251	0	59	192	0	94	
INNISFIL T	399	1	110	288	1	201	
MIDLAND T	250	0	38	212	0	54	
ORILLIA C	664	2	149	513	2	213	
TINY TP	136	0	36	100	0	66	
WASAGA BEACH T	174	0	27	147	0	34	
PROVINCIAL HIGHWAY	1900	8	390	1502	9	653	
OTHER AREAS	2335	16	571	1748	20	891	
SIMCOE	**8,659**	**32**	**1,896**	**6,731**	**37**	**2,944**	**301,360**
CORNWALL C	953	0	212	741	0	287	
PROVINCIAL HIGHWAY	553	5	125	423	7	219	
OTHER AREAS	661	4	123	534	4	155	
STORMONT DUNDAS & GLENGARRY	**2,167**	**9**	**460**	**1,698**	**11**	**661**	**85,350**
ESPANOLA T	52	1	6	45	1	7	
GREATER SUDBURY C	2281	5	634	1642	5	928	
PROVINCIAL HIGHWAY	783	10	210	563	14	330	
OTHER AREAS	373	2	85	286	2	145	

Table 4.1 continued

Location	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
SUDBURY	**3,489**	**18**	**935**	**2,536**	**22**	**1,410**	**157,044**
GREENSTONE M	19	0	6	13	0	9	
MANITOUWADGE TP	14	0	2	12	0	3	
MARATHON T	21	1	4	16	1	7	
NIPIGON TP	9	0	1	8	0	3	
SCHREIBER TP	1	0	0	1	0	0	
TERRACE BAY TP	6	0	1	5	0	1	
THUNDER BAY C	2368	2	530	1836	2	754	
PROVINCIAL HIGHWAY	1076	9	207	860	11	315	
OTHER AREAS	229	1	41	187	1	59	
THUNDER BAY	**3,743**	**13**	**792**	**2,938**	**15**	**1,151**	**132,007**
ENGLEHART T	8	0	1	7	0	1	
HAILEYBURY T	39	1	5	33	1	7	
KIRKLAND LAKE T	108	0	11	97	0	12	
NEW LISKEARD T	76	0	18	58	0	24	
PROVINCIAL HIGHWAY	333	3	76	254	6	121	
OTHER AREAS	129	0	38	91	0	58	
TIMISKAMING	**693**	**4**	**149**	**540**	**7**	**223**	**34,340**
TORONTO C	57973	84	15710	42179	90	23492	
PROVINCIAL HIGHWAY	9299	7	2086	7206	8	3131	
OTHER AREAS	0	0	0	0	0	0	
TORONTO	**67,272**	**91**	**17,796**	**49,385**	**98**	**26,623**	**1,160,775**
KAWARTHA LAKES C	1122	8	266	848	11	382	
PROVINCIAL HIGHWAY	287	4	72	211	4	134	
OTHER AREAS	31	0	8	23	0	12	
KAWARTHA LAKES	**1,440**	**12**	**346**	**1,082**	**15**	**528**	**63,561**

Table 4.1 continued

Location	Total Collisions	Class of Collision: Fatal	Class of Collision: Personal Injury	Class of Collision: Property Damage	Persons: Killed	Persons: Injured	Motor Vehicle Registrations*
CAMBRIDGE C	2525	7	609	1909	7	860	
KITCHENER C	4168	7	823	3338	7	1137	
NORTH DUMFRIES TP	155	2	34	119	3	52	
WATERLOO C	2260	5	510	1745	6	728	
WELLESLEY TP	133	3	36	94	4	51	
WILMOT TP	190	0	48	142	0	68	
WOOLWICH TP	421	3	106	312	3	148	
PROVINCIAL HIGHWAY	1154	5	227	922	5	318	
OTHER AREAS	72	0	8	64	0	14	
WATERLOO	**11,078**	**32**	**2,401**	**8,645**	**35**	**3,376**	**296,954**
ERIN T	199	3	34	162	3	50	
GUELPH C	1481	3	492	986	3	716	
MINTO T	100	0	22	78	0	38	
PROVINCIAL HIGHWAY	644	2	167	475	2	265	
OTHER AREAS	1337	9	250	1078	9	398	
WELLINGTON	**3,761**	**17**	**965**	**2,779**	**17**	**1,467**	**135,227**
AURORA T	407	2	66	339	2	95	
GEORGINA T	407	3	116	288	3	188	
EAST GWILLIMBURY T	296	3	74	219	3	123	
KING TP	334	2	64	268	2	107	
MARKHAM T	2992	3	511	2478	3	752	
NEWMARKET T	804	1	144	659	1	211	
RICHMOND HILL T	1960	2	346	1612	3	518	
VAUGHAN C	3764	14	644	3106	19	973	
WHITCHURCH STOUFFVILLE TP	193	3	34	156	3	47	
PROVINCIAL HIGHWAY	1904	6	430	1468	6	677	
OTHER AREAS	449	0	86	363	0	132	
YORK	**13,510**	**39**	**2,515**	**10,956**	**45**	**3,823**	**537,276**

Legend:	**T**	Town	**Other Areas:**	Jurisdictions with less than 1,500 population.
	C	City		
	V	Village		
	TP	Township		
	M	Municipality		

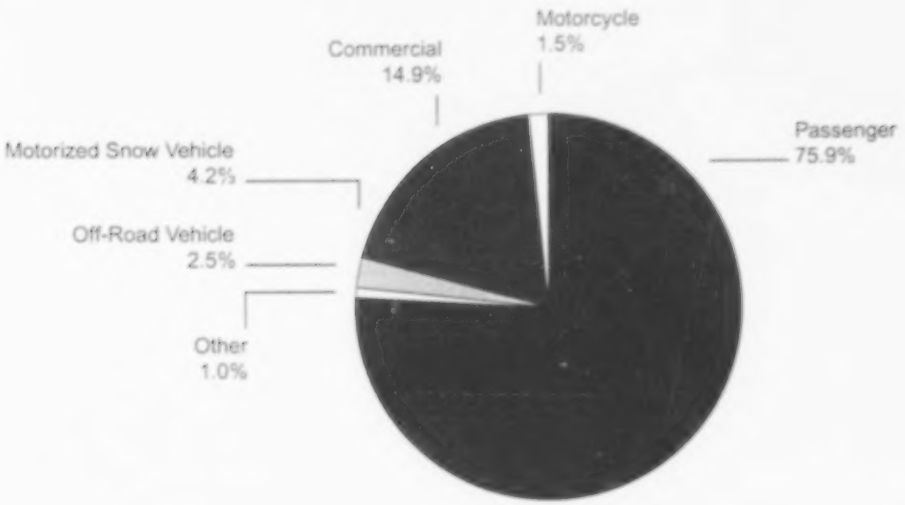
* This number does not include 13,101 vehicles, which are not associated with a county or region in Ontario

Table 4.1 is not comparable to previous years.

5 The Vehicle

This section examines vehicles involved in reportable motor vehicle collisions in Ontario. Passenger vehicles make up 76 per cent of the vehicle population in Ontario and comprise 80 per cent of all vehicles involved in collisions. Statistics provided here indicate that 92 per cent of all vehicles involved in collisions had no apparent defects. Approximately 36 per cent of all vehicles involved in fatal collisions were ten years or older.

Figure 5: **Vehicle Population by Vehicle Class in Ontario, 2002**



5a Vehicles in Collisions

Table 5.1

Vehicles Involved in Collisions 2002

Type of Vehicle*	Number of Vehicles Involved in Collisions			Total
	Fatal	Personal Injury	Property Damage	
Passenger Car	732	76,201	239,096	**316,029**
Passenger Van	147	11,261	35,275	**46,683**
Motorcycle & Moped	42	1,482	848	**2,372**
Pick-up Truck	160	8,062	30,459	**38,681**
Delivery Van	16	1,601	5,927	**7,544**
Tow Truck	4	172	536	**712**
Truck	152	2,832	13,383	**16,367**
Bus	9	662	2,058	**2,729**
School Vehicle	5	241	1,021	**1,267**
Off-Road Vehicle	6	54	134	**194**
Snowmobile	1	29	30	**60**
Snow Plow	0	22	133	**155**
Emergency Vehicle	9	446	1,411	**1,866**
Farm Vehicle	3	67	182	**252**
Construction Equipment	1	31	193	**225**
Motor Home	2	24	137	**163**
Railway Train	11	25	44	**80**
Street Car	0	102	319	**421**
Bicycle	20	2,857	545	**3,422**
Other	0	2	0	**2**
Other Non-Motor Vehicle	0	150	313	**463**
Unknown	8	681	11,847	**12,536**
Total	**1,328**	**107,004**	**343,891**	**452,223**

*Categories in this table are not comparable to years prior to 1998

Table 5.2

Condition of Vehicle by Class of Collision 2002

Condition of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
No Apparent Defect	1,222	103,055	311,288	**415,565**
Service Brakes Defective	8	64	184	**256**
Steering Defective	0	13	33	**46**
Tire Puncture or Blow Out	5	39	97	**141**
Tire Tread Insufficient	7	13	31	**51**
Headlamps Defective	0	5	25	**30**
Other Lamps or Reflectors Defective	1	1	22	**24**
Engine Controls Defective	1	8	40	**49**
Wheels or Suspension Defective	0	14	41	**55**
Vision Obscured	0	14	44	**58**
Trailer Hitch Defective	0	2	4	**6**
Other Defects	17	572	4,975	**5,564**
Unknown	67	3,204	27,107	**30,378**
Total	**1,328**	**107,004**	**343,891**	**452,223**

Table 5.3

Model Year of Vehicle by Class of Collision 2002

Model Year of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
2003	10	905	3,138	**4,053**
2002	95	7,299	25,175	**32,569**
2001	102	8,132	27,856	**36,090**
2000	117	8,835	30,565	**39,517**
1999	105	7,235	24,825	**32,165**
1998	90	7,365	24,696	**32,151**
1997	84	6,757	22,303	**29,144**
1996	68	5,562	17,373	**23,003**
1995	80	6,505	20,718	**27,303**
1994	62	5,843	18,126	**24,031**
1993 and earlier	475	37,289	108,977	**146,741**
Unknown	40	5,277	20,139	**25,456**
Total	**1,328**	**107,004**	**343,891**	**452,223**

Table 5.4

Insurance Status of Vehicle by Class of Collision 2002

Insurance	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Insured	1,263	99,407	319,833	**420,503**
Not Insured	32	656	1,143	**1,831**
Unknown	33	6,941	22,915	**29,889**
Total	**1,328**	**107,004**	**343,891**	**452,223**

5b Putting the Vehicle in Context

Table 5.5

Vehicle Population by Type of Vehicle 2002

Vehicle Class	Vehicle Population
Passenger	5,831,782
Motorcycle	118,580
Moped	1,811
Commercial*	1,147,544
Bus	20,728
School Bus	8,421
Motorized Snow Vehicle	321,582
Off-Road Vehicle	189,180
Road Building Machinery	588
Permanent Apparatus	3,087
Farm Trucks	41,014
Total	**7,684,317**

* Excludes 52,762 vehicles — Single Application Vehicle Registrations (SAVR).

Table 5.6

Selected Types of Vehicles by Model Year 2002

Vehicle Class	Model Years											Total
	2003	2002	2001	2000	1999	1998	1997	1996	1995	1994	1993+	
Passenger	160,838	503,669	461,314	496,395	391,874	410,485	378,992	297,213	351,968	321,404	2,057,630	**5,831,782**
Motorcycle	1,134	10,003	11,162	10,512	6,950	4,608	3,736	3,073	2,392	2,234	62,776	**118,580**
Moped	0	52	436	164	74	8	12	5	3	9	1,048	**1,811**
Commercial*	27,586	80,592	77,662	91,608	82,309	81,905	68,878	51,641	66,297	61,547	502,208	**1,192,233**
Bus	940	1,604	2,323	2,640	2,361	1,969	1,565	1,916	1,827	1,270	10,734	**29,149**
Motorized Snow Vehicle	5,851	10,904	8,049	11,091	12,062	15,183	14,169	12,325	11,526	11,186	209,236	**321,582**
Off-Road Vehicle	5,570	14,513	18,034	14,829	10,238	6,876	4,895	5,709	5,497	4,519	98,500	**189,180**
Total	201,919	621,337	578,980	627,239	505,868	521,034	472,247	371,882	439,510	402,169	2,942,132	**7,684,317**

* Excludes 52,762 vehicles — Single Application Vehicle Registrations (SAVR).

Table 5.7

Vehicle Damage Level 2002

Damage	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
None	68	9,784	19,163	**29,015**
Light	111	30,124	147,106	**177,341**
Moderate	155	27,445	103,643	**131,243**
Severe	224	22,551	32,639	**55,414**
Demolished	731	11,290	6,168	**18,189**
Unknown	39	5,810	35,172	**41,021**
Total	1,328	107,004	343,891	**452,223**

Vehicle Damage

None
No visible damage.

Light
Slight or superficial damage. Includes scratches, small dents, minor cracks in glass that do not affect safety or performance of vehicle.

Moderate
Unsafe conditions result from damage. Vehicle must be repaired to make its condition meet requirements of law.

Vehicle can be driven off road or limited distance but doing so would be unsafe.

Severe
Vehicle cannot be driven. Requires towing. Would normally be repaired.

Demolished
Vehicle damaged to the extent that repairs would not be feasible.

6 Special Vehicles

This section takes a look at special vehicles such as motorcycles, school buses, large trucks, snowmobiles, off-road vehicles and bicycles.

There were 171 fatalities in large truck collisions in 2002. However, the number of fatal collisions involving large trucks decreased by 24.2 per cent between 1988 and 2002, despite the fact that the large truck population grew by 37.8 per cent during the same period.

6a Motorcycles

Table 6.1

Motorcyclists* Killed and Injured 1998-2002

Year	Drivers		Passengers	
	Killed	Injured	Killed	Injured
1998	32	1,068	3	263
1999	38	1,115	3	223
2000	37	1,161	1	257
2001	49	1,166	3	318
2002	35	1,161	3	311

* Excludes hangers on, moped drivers and passengers.

Table 6.2

Selected Factors Relevant to Fatal Motorcycle Collisions 2002

Factors (not mutually exclusive)	%
Unlicensed Motorcycle Drivers	7
Under 25 Years Old	12
Alcohol Used	
Ability Impaired Alcohol > .08	14
Had Been Drinking	12
Unknown	9
Helmet Not Worn	5
Motorcycle Driver Error	
Speed Too Fast/Lost Control	43
Other Error	14
Single Vehicle Collisions	45
Day/Night	53/47
Weekend	32

6b School Vehicles

Table 6.3

Pupils Transported Daily, and Total Number of School Vehicles Involved in Collisions Years 1997/98–2001/02

School Year	Pupils Transported Daily	Total Number of School Vehicles
1997/98	877,000*	835
1998/99	Not Available	903
1999/2000	Not Available	947
2000/2001	778,108*	1,084
2001/2002	708,294*	1,015

* Estimated number

Table 6.4

School Vehicle Type by Nature of Collision 2001/02

School Vehicle Type	Nature of Collision					
	Fatal	Pupil Injury	Non-Pupil Injury	Property Damage	Total Number of School Vehicles	Five Year Total (1997/98 2001/02)
School Bus	3	64	89	737	893	4,121
School Van	0	4	7	34	45	301
Other School Vehicles	1	1	5	70	77	362
Total	4	69	101	841	1,015	4,784

Table 6.5

Pupil Injury by Collision Event and Vehicle Type 2001/2002 (Number of Persons)

School Vehicle Type	Collision Event									
	Crossing Road		Within School Vehicle		Other		Total		Five Year Total (1997/98–2001/02)	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
School Bus	0	0	0	165	0	3	0	168	4	584
School Van	0	0	0	3	0	0	0	3	0	52
Other School Vehicles	0	0	1	3	0	0	1	3	1	8
Total	**0**	**0**	**1**	**171**	**0**	**3**	**1**	**174**	**5**	**644**

6c Trucks

Table 6.6

Number of Persons Killed in Collisions Involving Trucks 1998-2002

Year	Persons Killed in Truck Collisions			
	Where Truck Driver Not Driving Properly	% Where Truck Driver Not Driving Properly	All Truck Collisions	% of Total Deaths
1998	37	28.2	131	15.3
1999	53	31.0	171	19.7
2000	43	28.7	150	17.7
2001	39	27.3	143	16.9
2002	66	38.6	171	19.6
Total	**238**	**30.8**	**766**	**17.8**

Table 6.7

Number of Trucks in All Classes of Collisions 2002

Truck Types	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Straight Truck	39	1,272	5,915	7,226
Straight Truck & Trailer	11	129	579	719
Tractor Only	17	460	2,430	2,907
Tractor & Semi-Trailer	68	876	3,746	4,690
"A-C" Train Double	1	16	63	80
"B" Train Double	4	47	143	194
Other/Unknown	16	204	1,043	1,263
Total	**156**	**3,004**	**13,919**	**17,079**

Table 6.8

Registered Trucks 2002	
Driver Licence Required	Registered Trucks
G	1,028,217
D	52,097
A*	164,681**
Total	1,244,995

* Tractor/trailer combination only

** Includes 52,762 vehicles — Single Application Vehicle Registrations (SAVR)

Class G trucks refers to trucks that have a gross weight less than 11,000 kilograms e.g. pickups

Data for truck/trailer combinations requiring Class "A" driver licence are not reported in the Vehicle Registration System (VRS).

Table 6.9

* Selected Factors Relevant to Fatal Truck Collisions 2002	
Factors in Fatal Collisions:	%
Drivers	
Alcohol Involved	1.3
Driving Properly	65.4
Collisions	
Single Vehicle	25.2
Weather Condition - Clear	77.0
Daylight	61.5
Vehicles	
Vehicle Defect Present*	5.1

* Excludes unknown category

6d Off-road Vehicles

For the purposes of this publication, off-road vehicles include dune buggies, off-road motocycles (dirt bikes), and three-and-four-wheeled all-terrain vehicles. Off-road vehicles were first required to be registered on June 1, 1984; (one-time registration requirement).

Table 6.10

Collision Location by Off-Road Vehicle Drivers Killed and Injured 1998-2002

Location	Killed					Injured				
	1998	1999	2000	2001	2002	1998	1999	2000	2001	2002
On-Highway	1	2	1	0	6	24	14	28	32	26
Off-Highway	2	3	6	8	9	49	44	71	87	99
Total	3	5	7	8	15	73	58	99	119	125

Table 6.11

Collision Location by Off-Road Vehicle Passengers Killed and Injured 1998-2002

Location	Killed					Injured				
	1998	1999	2000	2001	2002	1998	1999	2000	2001	2002
On-Highway	0	0	1	0	0	10	9	18	17	19
Off-Highway	0	0	2	0	0	23	17	24	45	56
Total	0	0	3	0	0	33	26	42	62	75

Table 6.12

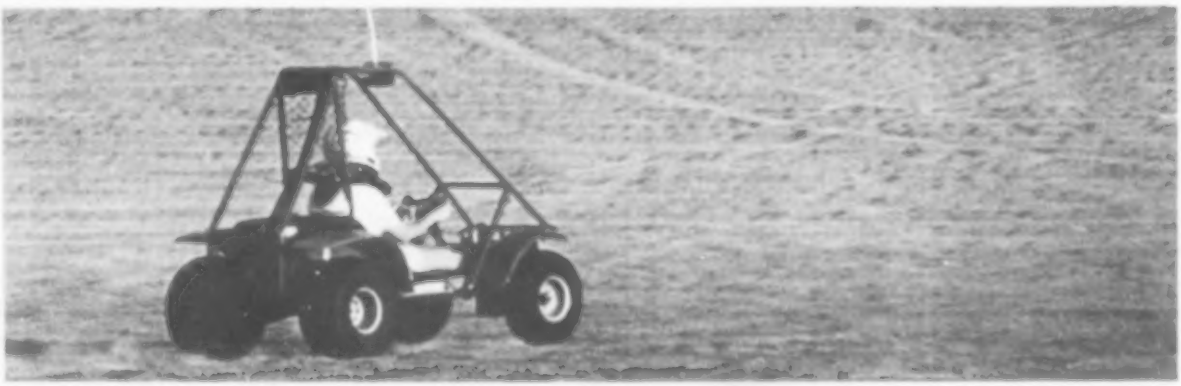
Registered Off-Road Vehicles 1998-2002

Year	Vehicles Registered
1998	125,498
1999	136,832
2000	152,570
2001	169,987
2002	189,180

Table 6.13

Selected Factors Relevant to All Off-Road Vehicle Collisions 2002

Factors	%
Drivers Under 25 Years of Age	50
Alcohol Used	18
Speeding	16
Helmet Not Worn	49
Daytime	77
Two-Wheeled	17
Three-Wheeled	8
Four-Wheeled	75



6e Motorized Snow Vehicles

Table 6.14

Collision Location by Motorized Snow Vehicle* Drivers Killed and Injured — Riding Seasons 1997/98–2001/02

Location	Killed					Injured				
	97/98	98/99	99/00	00/01	01/02	97/98	98/99	99/00	00/01	01/02
On-Highway	2	2	3	3	1	22	41	22	47	24
Off-Highway	31	20	8	26	11	199	247	208	272	142
Total	33	22	11	29	12	221	288	230	319	166

Table 6.15

Collision Location by Motorized Snow Vehicle* Passengers Killed and Injured — Riding Seasons 1997/98–2001/02

Location	Killed					Injured				
	97/98	98/99	99/00	00/01	01/02	97/98	98/99	99/00	00/01	01/02
On-Highway	0	0	0	1	0	14	14	9	19	8
Off-Highway	2	3	2	1	1	69	81	63	83	86
Total	2	3	2	2	1	83	95	72	102	94

Table 6.16

Registered Motorized Snow Vehicles 1998-2002

Year	Registered Motorized Snow Vehicles
1998	363,737
1999	364,200
2000	332,446
2001	334,129
2002	321,582

Table 6.17

All Motorized Snow Vehicle Collisions 2001/2002

Factors	%
Unlicensed Operators	3
Rider Error; Speed too Fast	39
Alcohol Used	18
Surface Condition; Icy or Packed Snow	49

* The numbers in these tables are captured under the Motorized Snow Vehicles Act (MSVA) and the Highway Traffic Act (HTA), therefore, they are not comparable with the numbers in Tables 2.2 and 2.3, which are HTA reportable collisions only.

6f Bicycles

Only collisions involving a bicycle and a moving motor vehicle or a streetcar are required to be reported. These tables do not include bicycle only, bicycle/bicycle, or bicycle/pedestrian collisions.

Table 6.18

Bicyclists Killed and Injured 1998-2002

	Drivers		Passengers	
Year	Killed	Injured	Killed	Injured
1998	36	2,994	0	136
1999	17	2,702	0	136
2000	9	2,694	0	105
2001	16	2,349	0	254
2002	20	2,478	0	241

Table 6.19

Age of Bicyclists Involved in Collisions by Light Condition 2002

Light	Age Groups						Total
Condition	0–5	6–15	16–30	31–60	61+	UK	
Daylight	5	196	234	293	32	1,984	2,744
Dawn	0	0	3	4	0	27	34
Dusk	0	10	11	15	0	104	140
Dark	0	10	63	70	2	358	503
Total	5	216	311	382	34	2,473	3,421

Table 6.20

Selected Factors Relevant to All Bicycle Collisions 2002

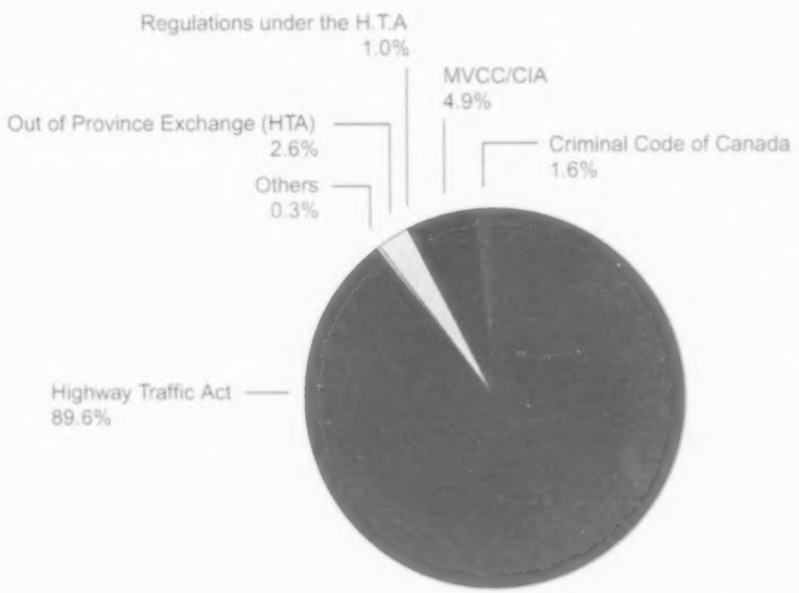
Factors	%
Driving Properly (Bicyclist)	41
Driving Properly (Motor Vehicle Driver)	47
Intersection Related	65
Going Ahead (Bicyclist)	82
Alcohol Related (Bicyclist)	3
No Apparent Vehicle Defect (Bicycle)	89
Clear Visibility	93
Weekend	19

7 Conviction, Offence and Suspension Data

This section takes a look at convictions related to both the *Highway Traffic Act* and the *Criminal Code of Canada*, as well as suspension data relating to motor vehicle use. The number of Administrative Driver's Licence Suspensions issued monthly is also included.

Since December 1996, drivers whose blood alcohol concentration (BAC) is over the legal limit (.08), or who fail or refuse to provide a blood or breath sample have had their driver's licences suspended immediately for 90 days under the Administrative Driver's Licence Suspension (ADLS) Program. This 90-day suspension is separate and distinct from any criminal charges a driver faces in court. ADLS suspensions issued decreased from 20,958 in 2001 to 19,930 in 2002.

Figure 7: **Per Cent of Motor Vehicle Convictions in Ontario, 2002**



7a Conviction Data

Table 7.1

Summary of Motor Vehicle Related Convictions 2002

Convictions*	Number
Highway Traffic Act	1,077,670
Regulations under the HTA	11,620
Criminal Code of Canada**	19,820
Municipal By-Law***	110
Motor Vehicle Collision Claim/ Compulsory Insurance Act	58,632
Motorized Snow Vehicles Act	1,751
Off-Road Vehicles Act	1,421
Out of Province Exchange (HTA)	30,944
Others****	8
Total	1,201,976

* Includes manually recorded convictions.

** This figure does not include 515 convictions for young offenders under the Criminal Code.

*** Until 2000, a large portion of convictions under H.T.A. Regulations were allocated to convictions under Municipal By-Law.

**** Others may include acts not listed above, such as Motor Vehicle Act

Table 7.2

Motor Vehicle Convictions Related to the Highway Traffic Act 2002

Convictions	Number
Equipment	24,198
Administrative*	128,736
Seat Belt (Driver & Passenger)**	63,213
Other Non-Pointable Convictions ***	34,497
Speeding	680,552
Other Pointable Convictions (2 - 4 pts)	125,533
Other Pointable Convictions (5 - 7 pts)	11,960
Driving While Suspended	8,981
Total	**1,077,670**

* Non-moving, weight, vehicle registration, licence renewal, etc..

** Failure to wear seat belt convictions registered against passengers over 16 are no longer included.

*** Now includes some out-of-province convictions.

Table 7.3

Motor Vehicle Convictions Related to the Criminal Code 2002*

Convictions	Number
Alcohol Related**	15,980
Criminal Negligence	16
Fail to Remain at Collision	585
Fail to Stop for Police Officer	375
Driving While Disqualified	1,777
Dangerous Driving	1,086
Motor Manslaughter	1
Total	**19,820**

* Does not include 515 convictions for young offenders.

** Includes some out-of-province convictions.

7b Offence Data

Table 7.4

Number of Convicted Drivers* with Criminal Code of Canada Offences, During the Specified Years

Conviction Type	1997	1998	1999	2000	2001	2002
Criminal Negligence	29	34	31	17	10	5
Fail to Remain	548	437	240	229	182	104
Dangerous Driving	1,026	1,146	1,002	928	951	518
Impaired Driving	10,218	9,510	9,067	9,108	8,333	5,345
Blood/Alcohol over .08	7,969	7,310	7,079	7,000	6,693	4,282
Fail to Provide Breath Sample	1,329	1,265	1,355	1,250	1,118	592
Driving While Disqualified	2,344	2,329	2,000	1,954	1,699	1,164
Total	**23,463**	**22,031**	**20,774**	**20,486**	**18,986**	**12,010**

* The same driver can be represented in this table more than once.

Table 7.5

Adminstrative Driver Licence Suspension (ADLS) Monthly Suspensions Issued 2002*

Suspensions	1997	1998	1999	2000	2001	2002
January	1,310	1,337	1,352	1,550	1,500	1,416
February	1,595	1,471	1,567	1,487	1,450	1,452
March	1,898	1,608	1,664	1,662	1,874	1,683
April	1,810	1,681	1,592	1,799	1,816	1,574
May	2,068	1,801	1,763	1,634	1,752	1,756
June	1,978	1,665	1,531	1,646	1,768	1,811
July	1,887	1,665	1,720	1,854	1,795	1,712
August	1,450	1,750	1,660	1,808	1,699	1,675
September	1,679	1,609	1,570	1,699	1,837	1,720
October	1,747	1,663	1,839	1,724	1,691	1,671
November	1,769	1,617	1,686	1,624	1,790	1,668
December	1,820	1,810	1,760	1,879	1,986	1,792
Total	**21,011**	**19,677**	**19,704**	**20,366**	**20,958**	**19,930**

* The Adminstrative Driver's Licence Suspension (ADLS) started in Ontario on November 29, 1996.
From August 5 to 15, 1997, ADLS suspensions were not issued due to cessation in ADLS.
Issuing of suspensions resumed on August 15, 1997.
See Appendix for details on the ADLS.

7c Suspension Data

Table 7.6

Demerit Point Suspensions by Driver Age 2002

Driver Age	Demerit Point Suspensions				
	Probationary	Novice First Accumulation	Novice Second Accumulation	Regular First Accumulation	Regular Second Accumulation
16	0	0	0	0	0
17	0	63	0	1	0
18	0	394	16	3	0
19	0	691	44	33	1
20-24	0	2,078	215	468	27
25-34	2	603	68	686	57
35-44	0	199	26	335	19
45-54	1	53	6	192	9
55-64	0	17	0	58	4
65-74	0	3	0	15	1
75 +	0	1	0	2	0
Total	**3**	**4,102**	**375**	**1,793**	**118**

Since 1994, novice drivers have been under the Graduated Licensing System. These drivers are subject to escalating actions, from a warning letter at 2 to 5 demerit points, an interview at 6 to 8 points and a 60-day suspension for a first accumulation of 9 points. After a first suspension, the demerit points are reduced to 4. If a driver attains 9 points again, the subsequent suspension is 6 months. Drivers who have obtained a full Class G licence are suspended for 30 days on the first accumulation of 15 demerit points and are suspended for 6 months on the second accumulation of 15 points within 2 years.

Until 1994, newly licensed drivers were covered by the probationary licence system until they had successfully completed two one-year periods of suspension-free driving. Probationary drivers were suspended for 30 days after accumulating 6 or more demerit points. The probationary licensing system ended on March 31, 1994. Drivers were grandfathered into the new Graduated Licensing System.

8 Appendix

8a Glossary

Ability Impaired – Alcohol: Driving while one's ability is impaired by alcohol or driving with a blood alcohol concentration exceeding 80 milligrams of alcohol in 100 millilitres of blood.

Administrative Driver's Licence Suspension (ADLS): This program, designed to reduce drinking and driving, started November 29, 1996. Under this program, provincial law permits the immediate suspension of a driver's licence for 90 days upon evidence gathered by a police officer that the driver: (a) was shown to have a concentration of alcohol in excess of 80 milligrams of alcohol per 100 millilitres of blood: or, (b) the driver failed or refused to provide a breath or blood sample.

Alcohol Involved: This category includes both drivers reported as ability impaired by alcohol and drivers reported as "had been drinking".

Class G1 Driver's Licence:

A holder of a Class G1 driver's licence:

- must have a zero blood alcohol concentration while driving.
- must have only one passenger in the front seat. That person, the accompanying driver, must be a fully licensed driver (Class A, B, C, D, E, F and G) with at least four years driving experience. That person's blood alcohol concentration must be less than .05.
- unless accompanied by a licensed driving instructor, must not drive on Ontario's "400-series" highways or on high speed expressways such as the Queen Elizabeth Way, the Don Valley Parkway, E.C. Row Expressway and the Conestoga Parkway.
- must limit the number of back seat passengers they carry to the number of seat belts in the back seat of the vehicle.
- must not drive between the hours of midnight and 5 a.m.
- may drive Class G vehicle only.

Level One lasts 12 months, but that time can be reduced to eight months by completing an approved driver education course. For information about approved courses, contact any Ministry of Transportation licensing office. At the end of the level, drivers must pass a road test before proceeding to Level Two.

Class G2 Driver's Licence:

A holder of a Class G2 driver's licence:

- must have a zero blood alcohol concentration while driving.
- is allowed to drive any motor vehicle that requires a Class G driver's licence (e.g. an automobile) on the road.
- must limit the number of back seat passengers they carry to the number of seat belts in the back seat of the vehicle.

Level Two lasts 12 months. After completing this level, drivers are eligible to take a comprehensive test to qualify for full licence privileges.

Class M1 Motorcycle Driver's Licence:

A holder of a Class M1 motorcycle driver's licence:

- allows the holder to operate a motorcycle for the purposes of training.
- must have a zero blood alcohol concentration while driving.
- is only allowed to drive during daylight hours (one-half hour before sunrise to one-half hour after sunset).
- is only allowed to drive on roads with speed limits of 80 km/h or less, except where there is no other route to take. Class M1 Motorcycle Driver's Licence holders may drive on highways 11, 17, 61, 69, 71, 101, 102, 144, and 655.
- may not carry passengers.

Level One lasts at least 60 days, and the licence is valid for 90 days. Level One drivers must pass a motorcycle road test before proceeding to Level Two.

Alternatively, during Level One they may take an approved motorcycle safety course that includes a road test, instead of the ministry road test.

Class M2 Motorcycle Driver's Licence:

A holder of a Class M2 motorcycle driver's licence:

- must have a zero blood alcohol concentration while driving.

After completing Level Two, drivers will be eligible to take a comprehensive test to qualify for full licence privileges.

Conviction: Registered when a person pleads guilty to, or is found guilty of, an offence related to a motor vehicle under any Act of the Ontario Legislature or its accompanying regulations, under the Parliament of Canada or any accompanying order, or under any municipal by-law.

Driver: Unless specified otherwise, any person, whether licensed or not, considered to be in care and control of a vehicle at the time of a collision.

Had Been Drinking: Driving after having consumed an amount of alcohol not considered sufficient to be legally impaired or with a measured blood alcohol count of greater than zero but less than 80 milligrams per 100 millilitres of blood. Blood alcohol concentration between .05 and .08 results in a 12-hour suspension.

Hanger-on: Hangers-on are persons hanging onto a moving motor vehicle's fenders, bumpers, doors or other parts of the vehicle and not located inside, e.g., riding in back of pick-up.

Highway: A common and public highway, street, avenue etc., any part of which is intended for public use or is used by the general public for the passage of vehicles and including the area between the property lines.

Kilometres Travelled: Prior to 2000, vehicle fleet mileage was estimated on the basis of taxed gasoline and motor fuel sales. Total litres sold were converted to kilometers traveled based on a conversion factor of 22.0 kilometres per gallon. Starting in 2000, vehicle kilometers traveled are based on estimates provided by Statistics Canada and Transport Canada.

Major Injury: A non-fatal injury severe enough to require that the injured person be admitted to hospital, even if for observation only.

Minimal Injury: A non-fatal injury, including minor abrasions and bruises, which does not necessitate the injured person going to a hospital.

Minor Injury: A non-fatal injury requiring medical treatment at a hospital emergency room, but not requiring hospitalization of the involved person.

Motor Vehicle Collision: Any incident in which bodily injury or damage to property is sustained as a result of the movement of a motor vehicle, or of its load while a motor vehicle is in motion.

Off-Highway Collisions: An off-highway collision involving any of the motorized vehicles which are covered by legislation under the *Highway Traffic Act*, the *Motorized Snow Vehicles Act*, and the *Off-Road Vehicles Act*.

On-Highway Collisions: A motor vehicle collision which occurs on the highway between the property lines.

Pedestrian: Any person not riding in or on a vehicle involved in a motor vehicle collision.

Fatal Collision: A motor vehicle collision in which at

least one person sustains bodily injuries resulting in death. Prior to January 1, 1982, fatal collision statistics included deaths attributed to injuries sustained in the collision, for up to one year after the collision. Since that date, only deaths occurring within 30 days of the collision have been included.

Personal Injury Collision: A motor vehicle collision in which at least one person involved sustains bodily injuries not resulting in death.

Property Damage Collision: A motor vehicle collision in which no person sustains bodily injury, but in which there is damage to any public property or damage to private property* including damage to the motor vehicle or its load.

Reportable Collision: Any collision involving injury or damage to private property in excess of a monetary value prescribed by regulation.*

Self-Reporting of a Collision: Under the *Highway Traffic Act [s.199 (1.1)]*, when one is in a collision in which there is only property damage (no injury or death, and, among other conditions, no criminal activities such as impaired driving) the involved person(s) may report the collision immediately by proceeding with one's vehicle to a Collision Reporting Centre. Self-Reporting of a collision was introduced on January 1, 1997.

Suspension: Withdrawal of a driver's privilege to operate a motor vehicle for a prescribed period of time.

* The minimum reportable level for property damage only collisions rose from $200 to $400 on January 1, 1978 and rose again to $700 on January 1, 1985. As of January 1, 1998, the minimum reportable level for property damage only collision is $1,000.

8b Acknowledgements

The Ministry of Transportation would like to acknowledge the following for their assistance:

Office of the Chief Coroner
Ministry of Community Safety and Correctional services

Revenue Control Unit
Motor Fuels and Tobacco Tax Branch
Ministry of Finance

Knowledge Management Unit
Information Planning and Evaluation Branch
Ministry of Health

Information Planning & Court Statistics
Program Development Branch
Ministry of the Attorney General

Ministry of Education

Ministry of Municipal Affairs & Housing

Police Officers of Ontario

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ISSN #0832-8269 (printed version)

ISSN #1710-2499 (CD-ROM version)

ISSN #1710-2480 (internet version)